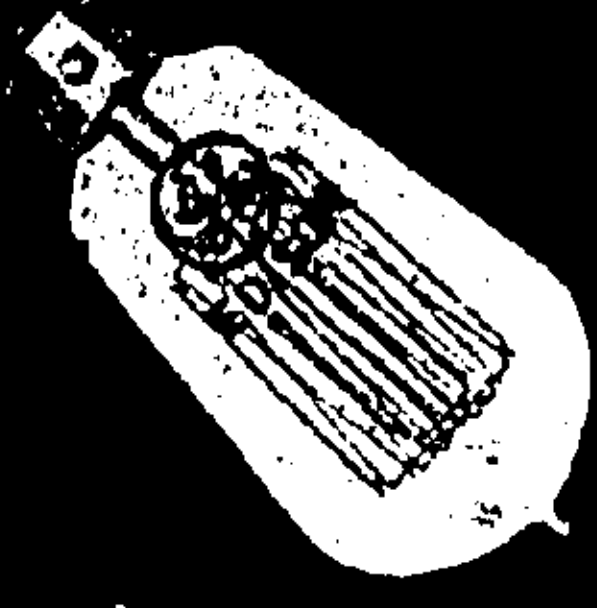


EDISON LAMPS



FROM ELECTRICAL DEALERS

# Supreme Court 3<sup>rd</sup> Quarter The Hongkong Telegraph

FOUNDED 1881  
No. 12,182

五拜禮

號壹月七年庚辛

FRIDAY, JUNE 30, 1921

日六廿月九

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500 PER ANNUM.

## IRISH PEACE MOVE.

### Leading Sinn Féiners Released.

(Reuter's Service.)

London, June 30. Mr. Arthur Griffith, M.P., Mr. John MacNeill, M.P., and Mr. James Staines, M.P., all leading Sinn Féiners, have been released from Mountjoy Prison, Dublin. Dublin is most excited over this hope of a settlement are increasing.

## CRICKET.

### More Probables for Test Match.

London, June 30. The presence of Parkin and Hardinge has been requested at the third Test Match. It is stated that Mead is most doubtful about going as he sustained a cut over the left eye from a rising ball in Essex match yesterday.

### Australian-Warwick Match Drawn.

London, June 30. The match at Birmingham was concluded in overcast and cool weather before 10,000 spectators. The cricket was good. The Australians made 506, Armstrong contributing 117, including four fours and much good driving. Oldfield made 123, including seventeen fours. Warwickshire's fielding was of the poorest, the attack lacking variety and the bowlers being demoralized. The innings lasted four hours and 45 minutes. Warwickshire made 118 or 6 wickets. Quail, who was excellent and confident made 39 and Partridge, the old Cantab, made 37. Their partnership realised 80 and they played out time. The match was drawn.

### County Results.

London, June 30. Northants beat Glamorgan by an innings and 120 runs. Lancashire beat Worcester by an innings and 111 runs. Yorkshire beat Gloucester by an innings and 51 runs. Essex beat Hampshire by an innings and 35 runs.

## THE EMPEROR'S LINK.

### Speeches at Colonial Institute.

London, June 30. There were enthusiastic speeches at the dinner given at the Colonial Institute. Messrs. Meighen, Hughes, Smartt, Cutch and the Prince of Wales spoke. The keynote of the Dominion Premier's remarks was that the link in the Empire was the Crown. Mr. Meighen hoped that visits of the Emperor and the Prince of Wales to the established convention. Mr. Smartt invited the Prince of Wales to visit South Africa.

The Prince of Wales responded, appealing for closer Imperial intercourse, and improvement of communications, especially aerial.

## ANGLO-AMERICAN FRIENDSHIP.

### Statue of George Washington Unveiled.

London, June 30. A statue of George Washington, the gift of the Commonwealth of Virginia, was unveiled in Trafalgar Square. Lord Curzon, who accepted it on behalf of the British Government, welcomed the statue as a symbol of indissoluble unity between the two branches of the English-speaking race, who could not merely engage to never fight again but who could do much to prevent other nations fighting.

## THE TENNIS FINAL.

### Victory for South African.

London, June 30. At Wimbledon in the final of the men's singles for all-comers, the South African (Spain) by 5/7, 4/6, 7/5, 6/3, 6/3. win or now meets Tilden in the challenge round.

## THE COAL STRIKE PROBLEM.

### Settlement Terms Rejected.

London, June 30. The Lancashire and Cheshire miners have unanimously rejected settlement terms.

## THE POPULATION OF FRANCE.

### Big Decrease Shown.

Paris, June 30. The census returns give a population of thirty-six millions, excluding a large number of troops in the Rhineland. The total is 2,300,000 less than in 1911.

## THE TURKO-GRAECO SITUATION.

### Only Military Interests Can Decide.

Athens, June 25 (delayed). The reply of the Greek Government thanks the Allies for their offer of mediation but says the situation is such that only military interests can lead to its decision.—Havas.

## BRITAIN'S DECLINING REVENUE.

London, June 30. The revenue for the first quarter of the financial year, ended March 31, was £2,04,000,000, as compared with £215,000,000 for the corresponding quarter of last year.

## THE BIG FIGHT.

### Enormous Gate Receipts.

(Reuter's Service.)

New York, June 30. The receipts from tickets for the prize fight already amount to \$200,000. The ring will be twenty feet square instead of fifteen as first reported. It is estimated there will be a record attendance of prominent people including 5,000 Society women. After a \$20,000 wager was registered in New York yesterday, the betting slumped owing to the dearth of money on Garpentier.

## AMERICA AND PEACE.

Washington, June 30. The House of Representatives has adopted the joint report of the Senate and Representatives' conference on the resolution terminating a state of war with Germany and Austria.

Later. The Report terminating the war, which the House of Representatives passed by 263 votes to 59 must be approved by the Senate before being sent to President Harding.

## AMERICA'S REGULAR ARMY GETTING BACK TO "NORMALCY."

Washington, July 1. President Harding has signed a Bill reducing the regular army to 150,000 men. The Bill comes into operation on October 1st.

## GERMAN PROPERTY ON SHAMREEN.

### How the Peace Treaty Operates.

Paris, June 25 (delayed). The Reparations Committee has examined the application of Article 156 of the Peace Treaty respecting German properties in the Chinese Province of Shantung. The German properties, including those in the British concession on Shamreen, are valued at 449,000 gold marks. Germany is to be credited with them.—Havas.

## A HIGH FLIGHT.

### Over Six Miles Up.

Paris, June 25 (delayed). The French aviator, Kirch, reached yesterday at Versailles a height exceeding 32,000 thousand feet.—Havas.

## ATTEMPT ON GENERAL GOURAND.

Paris, June 25 (delayed). It is learned from Damascus, Syria, that General Gourand, while motoring in a deserted spot without an escort was fired at by a party of five Bedouin horsemen. The attempt has no political significance.—Havas.

## JAPANESE PRINCE IN LORRAINE.

Paris, June 25 (delayed). The Japanese Crown Prince inspected the garrison and fortress at Metz, Lorraine. He conferred upon War Minister Barthou, the ribbon of the Order of the Rising Sun.

(Other Telegrams on Page 3.)

## CHINA COAST OFFICERS.

### Latest Changes.

Captain W. J. Roberts, of the Wuhu, is on leave. Captain C. R. Mechem has gone master, Wuhu.

Captain H. A. Walker, of the Shuntien, is on leave. Captain C. A. Christiansen, from reserve, has gone master, Shuntien.

Mr. H. Stansfield, second engineer, Tatung, is on reserve. Mr. J. W. Kennedy, from reserve, has gone second engineer, Tatung.

Mr. W. Murray, second officer, Hangeang, has gone acting chief officer, same ship.

Mr. A. Dockwrey, chief officer, Hangeang, has gone acting master, same ship.

Captain G. Holmwood, of the Hangeang, is on leave. Mr. J. Gray, from reserve, has gone chief officer, Koonshing.

Mr. H. W. Chandler, chief officer, Koonshing, has gone acting master, Yusang.

Captain W. F. Richard, of the Yusang, is on reserve. Mr. W. A. Balch, second officer, Tungshang, has gone acting chief officer, Choyang.

Mr. S. King, chief officer, Choyang, is on reserve. Mr. A. Pirie, from leave, has gone supernumerary second officer, Tungshang.

Captain H. Simpson, of the Loongang, has gone master, Wingsang.

Captain S. O. Milford, of the Wingsang, has gone master, Yatsing.

Captain D. Skinner, of the Yatsing, has gone master, Loongang.

## EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

## STRAITS TRADING COMPANY.

Singapore, June 30. The share market is discouragingly affected by the decision of the Straits Trading Company, a leading gift edged security, on which many large shareholders who retired from the East and have gone home are largely dependent, not to pay its usual interim dividend.

The fall in the bank rate has had no effect locally, the money stringency remaining severe.

## RUBBER SITUATION.

Singapore, June 30. The Ducaon Committee meeting on Saturday to discuss the rubber situation prior to the departure of a deputation to Java to consult Dutch interests with a view to joint action.

Mr. H. R. Dobson has been appointed supernumerary second officer, Yusang.

Mr. R. Ferguson, supernumerary second officer, Loongang, has gone supernumerary second officer, Yatsing.

Mr. L. G. Hughes has been appointed supernumerary second officer, Loongang.

## TRADE OF SHANGHAI.

### Interesting Review for 1920

We are in receipt of the annual report issued by the Chinese Maritime Customs, regarding the trade of Shanghai for 1920. The Commissioner (Mr. E. Gordon Lowder) reports, *inter alia*—

From a Customs point of view 1920 stands out as a record year, mainly owing to the "hundred millions" of 1919. Value of trade, Customs revenue, and tonnage of shipping using the port have all established new figures. In other respects, too, there is plenty of evidence of progress. The population, foreign and Chinese, has largely increased, and the total figures for the whole of Shanghai cannot fall far short of 1 1/2 millions, of whom about 25,000 are non-Chinese. The new buildings for which permits have been issued in the International Settlement alone number over 3,500, their estimated cost being nearly 11 million taels. In spite of road widening and more stringent regulations, the traffic problem is becoming increasingly acute. Its intensity may be judged from the 40 per cent increase over 1919 of the motor vehicle licences issued, and from the fact that in the International Settlement alone the trams carried 111 million passengers during the year, the returns of the French Concession and Chinese city companies showing corresponding activity.

Motor vehicles are coming into their own very rapidly, both for business and private purposes, and the heavy lorry is steadily replacing the old hand-cart. The railways haul all the passengers and freight they could cope with. Shipping was kept reasonably busy, and the local shipbuilding industry experienced a period of unprecedented activity. Thus on land and water the year was one of the greatest animation, undoubtedly greater than at any time in the port's history.

The gross value of the trade of Shanghai amounted to H.K. Tls. 841,000,000, an advance of H.K. Tls. 73,000,000 on the 1919 record. This highly satisfactory showing would seem to indicate a quite unusual state of prosperity, but actually the reverse was the case during the greater part of the year. It opened, indeed, with a remarkable boom in trade; a round; a satisfactory demand for export goods, and a high level, both in volume and price, while imports were arriving in large quantities, with big profits to consignees, owing to the high rates of exchange ruling. But by May the foreign markets, already glutted in 1918 and 1919, had reached the limit of their absorptive power; exports fell away as prices dropped abroad, too rapidly for the decline in exchange to keep pace or to assist materially. As a result of the abnormally high exchange at the end of 1919, the prevailing optimism was responsible for frenzied buying abroad. The prosperity of the preceding year brought many new firms and dealers into the market, and it was largely the inexperience and rashness of these latter which brought about the final catastrophe. Cheap goods principally, but also metals, and indeed, every kind of commodity, were ordered in England and America in enormous quantities, with little or no regard to the legitimate requirements of the market. But the day of reckoning came when this speculative buying, much of it with exchange unsettled, had to be financed on a heavily falling silver market. The foreign importers and manufacturers were asked to cancel orders, and this was done as far as possible. Nevertheless, losses have been exceedingly severe, especially in piece goods, for local prices, influenced by the drop in the price of cotton, fell with accumulation of stock, replacing costs, advancing in sympathy with the lower exchange. The last straw was the progressively weakening demand from the interior, and finally inter-shipment and business at the end of the year being practically dead, a general liquidation of stocks resulted.

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This diminished demand from the interior was most disappointing, but its explanation is not far to seek. The disturbed state of the country resulting from the strife between the political factions; the consequent danger of loss of cargo at the hands of brigands or unpaid and disgruntled troops, connecting all sorts of transport difficulties; the decreased inquiry for Chinese produce from abroad, which, in turn, curtailed the purchasing power of the people; finally, the appalling famine in the northern provinces, which is said to have reduced the purchasing power of the affected provinces by 40 to 50 per cent. as far as the Shanghai piece goods market is concerned—all these factors contributed to create a situation which could scarcely have been worse.

The activity in Chinese banking circles was unprecedented, no fewer than 17 new banks being opened in the first half of the year. The majority of these institutions, capitalised at sums varying from \$1,000,000 to \$3,000,000, have shown remarkable vitality in view of the serious difficulties encountered by many of the older banks, several of which had advanced up to 50 per cent. on goods which had fallen in value to less than the amount of the loan by the end of the year. With a view to competition with a similar Japanese enterprise, the Chinese Produce and Stock Exchange, organised by certain Chinese merchants in the early summer, was formally opened on the 2nd July. This venture was floated with a paid-up capital of \$625,000, the authorised capital being \$2,500,000 in 250 shares. A considerable amount of business is said to have been done, and a hand-some profit realised, although the daily transactions are mere speculations in the fluctuations in market prices, no merchandise being actually handled.

The universal trade depression was reflected in the local share market, which records a disappointing year for brokers and clients alike. Business in the early months was distinctly good; owing to the prosperous condition of the local mills, their shares appreciated considerably and showed a large turnover. But the Japanese financial crisis in the spring frightened holders here, who thenceforth became persistent sellers, depressing the market until it reached its lowest point about the end of the year. Rubber shares were generally neglected, although there was no lack of investors in the good companies at cheap rates. A considerable business was done in the Dock and Engineering Company's shares, which fluctuated greatly during the year.

The inauguration of the new Appraising Department marks an important step in the evolution of the Shanghai Customs and constitutes an attempt at increased efficiency and economy of effort by the concentration in one spot of all the Customs machinery for the scrutiny of documents and the appraising of values. The full measure of the improvement effected will only be seen later, but enough has been accomplished already to demonstrate the importance of the new department.

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## KWANGSI AGENTS IN HONGKONG.

### Request to the Governor.

In a letter to H. E. Stables of Hongkong, the Canton Mechanics Union urge him to respect the friendly relations between Hongkong and the Government in Canton by reporting Yang Wing-tai and other Kwangsi plotters who are making use of Hongkong as a base for the propagation of their intrigues against this province. The vernacular papers print the whole text of the letter said to have been addressed to H. E. on the 29th ult.

The letter reviewed the crimes that were committed by the Kwangsi militarists such as Liu Yung-ling, Chan Ping-kun, Mu Yang-hsin, and others who were once nothing but bandits, during their occupation of this province. It also expresses the appreciation of the Cantonese toward the Hongkong Government for its moral support during the last campaign that resulted in the triumphant return of the Cantonese Army which was in exile in another province for more than 3 years. Now that the Kwangsi militarists are trying to invade this province and Hongkong is being made use of as a base of operation by the agents of the Kwangsi militarists, the Hongkong Government should not tolerate the presence of these plotters which not only endangers the province of Canton but will also disturb the general peace and order of the Colony should they be allowed to continue their schemes, says the letter. In conclusion, the letter, H. E. Governor Stables to take immediate steps to deport these agents in order to maintain existing friendly relations between Hongkong and Canton. Times.

## A DESERTED HUSBAND.

Unheard of for nearly twenty years, Mrs. Estell Renton, who was last known to have been in the Argentine, was cited as respondent in a desertion divorce petition, brought at Edinburgh by her husband, James Renton, of Liff-walk, Edinburgh. Petitioner said he was married in the Argentine in 1898, but his wife was dissatisfied with the social conditions of the locality, and in 1911 went to Buenos Ayres, where she eventually became a governess, in a native family. He sent her a substantial allowance, and with a view to seeing her, went to Buenos Ayres, but could not discover where she lived. Next year he went to South Africa, his wife in correspondence approving of his plans, and agreeing to follow him. He last heard from her in December, 1902, and recent efforts to trace her had failed. His lordship remarked that it was a curious case. The wife's letters were quite friendly, and it looked as if she were dead. He had doubts, he said, about giving the decree, and would reserve judgment.

## News in To-day's New Advertisements.

"Godless Men" and "Simple Souls" are being shown at the Coronet and Kowloon Theatres respectively.—Page 12.

Violin tuition is advertised on Page 4.

New and used motor bikes of various makes are advertised on sale on Page 4.

Yee Sang Fat are having a Summer Sale, which commences to-day.—Page 7.

The "Old" Yarn is advertised in the price of 10 cents on Page 8.

To-night will see the "The Old" Yarn is advertised in the price of 10 cents on Page 8.



NOTICE

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**MARTIN'S**  
**APIOL & STEEL**  
**PILLS**

for Ladies

A French Remedy for all irregularities.

Thousands of Ladies always keep a box

of Martin's Pills in the house, as they

are the first sign of any irregularity of

the system. They are most effective and

entirely harmless. Those who use them recom-

mend them. These pills are sold in all

Chemists and Druggists. Write for free

brochure. Write to: MARTIN, Chemist, Southampton, Eng.

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**MARTIN'S**

**APIOL & STEEL**

**PILLS**

Some Facts and Figures

Who shall estimate

which the present

indicating on our

conference of out-

social and economic

impossible as yet to gauge the

astroinfluence on our commerce

in the loss of orders and in the

check given to those signs of

trade revival which were just

beginning to appear. The public

revenue from Income Tax and

other sources is also bound to be

deeply prejudiced.

The strike came at a most un-

fortunate time when every in-

dustry was still in the "shallows

and miseries" of trade depression.

Let us take one or two simple

figures. In 1913 our total foreign

trade figured out at 147,876,000

tons (values are quite misleading

in this comparison). In 1920 the

figures had shrunk to 85,051,000

tons.

Again in 1913 the British ex-

ports of coal amounted to 76,453,

000 tons; in 1920 they were only

23,461,000. There were no doubt

many causes for this depression,

but it must be remembered that

in 1919 and 1920 no fewer than

3128 labour disputes took place,

involving a loss of working hours

to the number of 61,914,000, writes

Mr. J. Saxon Mills in a Home

Journal of May 10.

**SOME DIRECT RESULTS.**

But though anything like a

complete estimate of the loss

caused by the strike is yet im-

possible, I am able to give a few

authoritative figures as regards

the direct and immediate injury.

Let me take first the output of

coal. The decrease owing to the

cessation of work in April amount-

ed to between 17 and 18 million

tons, which, on the March basis

of value, would be worth some

£25,000,000. This is serious in

itself, but coal is an elementary

necessity of nearly all our in-

dustry, and this shortage has

resulted in the total or partial

shutting down of innumerable

concerns. It is estimated that

already it has thrown 400,000 men

entirely out of work and placed

250,000 more on short time. And

this process continues with the

continuance of the strike. The

loss in wages in the coal industry

alone amounted for the month of

April to £21,000,000, and this sum

will be doubled in the present

month if the strike continues.

What the total loss in wages must

be is almost unthinkable.

**CHARGE TO THE STATE.**

The railways are immediately

affected by any interference with

the coal supply. The State is still

responsible for the railways and

for every week the strike lasts it

has to make good to the companies

a deficiency of £2,500,000. More-

over, one of the first obligations

of Government is to maintain

law and order. The reserves have

had to be summoned and a big

defence force established, the

resulting expenditure on this head

being at least £1,000,000 per week.

The motor transport service

has had to be organised in order

Saving tobacco in Turkey

Saving tobacco in the U.S.

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Saving tobacco in Turkey

Saving tobacco in the U.S.

Saving tobacco in the U.S.

Saving tobacco in the U.S.



## New Dance Music to Suit Every Fancy



Our latest list of Victor dance records includes waltzes, fox trots, one-steps, American country dances, hornpipes and Irish reels and jigs.  
Get any or all these records and try them on your Victrola!

**S. MOUTRE**  
& CO., LTD.

Sole Distributors

CHATER ROAD.

## JAMES STEER.

9, ICE HOUSE STREET.  
WATCHMAKER AND JEWELLER.

CHRONOMETERS, CLOCKS, WATCHES AND NAUTICAL  
INSTRUMENTS REPAIRED UNDER MY  
PERSONAL SUPERVISION.

TEL 2877

TEL 2877.

A Sure Cure for Prickly Heat and Other  
Skin Irritation caused by hot weather

## OUR PRICKLY HEAT LOTION AND POWDER

50 cts. & \$1.00  
OBTAINED ONLY AT

**COLONIAL DISPENSARY**

Telephone 1877.

14 Queen's Road, Central.

**DINNER SERVICES, TEA SETS**  
(FOR 12 PERSONS)

**RUGS**

**CARPETS & TABLE COVERS**

**HOP CHEONG**

Telephone No. 554. Complete House Furbishers. 55, Queen's Road Central.

## YOU CANNOT AFFORD TO BE WITHOUT THEM.

JUST received a large Consignment of (1) LACTOGEN the most digestive food for Infants which keeps good in quality during Hot Weather; (2) LACTOSE (Milk Sugar) for sweetening the food of Infants and Dyspeptics; (3) MILFORD-McGRATH FLUID INSECTICIDE the Best Fluid for destroying Fleas, Mosquitoes, Bugs, Flies and all other Insect Pests in Summer days; and (4) JOHN CAHILL'S GOLDEN FLEECE, MAGIC and CINDERELLA SOAPS for keeping everything clean in Houses.

PRICES are Very Moderate. Inspection and Enquiries are cordially invited.

總代理 代理 總代理 奶牛廠 藥房  
**SHIU FUNG TAI & CO.**

Sole Agents for Hongkong and South China.

47 and 48 Connaught Road Central, Hongkong.

Telephone No. 1239.

## EARLIER TELEGRAMS.

### THE IMPERIAL CONFERENCE.

London, June 30.  
The *Manchester Guardian* says that the Imperial Conference on June 29th continued the discussion of the renewal of the Anglo-Japanese Alliance.

Mr. Meighen vigorously opposed renewal. He contended that renewal would impede the possibilities of agreement on limitation of armaments which depended on a comprehensive conference on Pacific problems.

Mr. Hughes strongly supported renewal. He declared that the Alliance was the best and cheapest means of protecting Australia as it provided a strong check upon Japan.

General Smuts expressed the conviction that the real foundation of British international policy must be close co-operation with the United States. Any step which might hinder a better Anglo-American understanding must be most carefully examined and understood. He was of the opinion that the results expected from the Alliance could be secured equally well from a conference of Powers interested in the Pacific.

Mr. Massey, it appears, favoured both a renewal of the Alliance and a Pacific conference.

### GERMANY AND CHINA.

Paris, June 24.

According to the Versailles Treaty, Germany was obliged to take over the rights and interests of German subjects in Russia, China, Austria, Bulgaria and Turkey, and transfer the rights and interests to the Reparations Committee. The separate peace concluded between Germany and China stipulates that Germany takes over from China fifty per cent. of unliquidated German property in China, the remainder being returned to German owners. Moreover, 12,000,000 taels being liquidated, this considerably infringes the rights of the Reparations Committee, which, of course, will be maintained. A Committee of bankers is examining the methods of transfer.—*Vale*.

### COAL STRIKE OVER.

London, June 30.

The opinion of miners' meetings in most of the colliery districts favoured resumption of work. Derbyshire, Scotland, Yorkshire, Leicestershire and Nottinghamshire all recommend acceptance. South Wales resolved on condemning the Executive for ignoring the ballot, opining there was no option if the Federation is to be preserved, but to accept the terms. Wigan is the most notable exception, six thousand miners having unanimously resolved to reject the settlement. At Bannockchase, three thousand have already resumed and a big influx is expected to-day.

### ANTI-ALLIED PLOT.

London, June 30.

A Constantinople telegram states that a widespread plot has been discovered, which is believed to be directed by Moscow with the object of producing an anti-Allied revolt at Constantinople. The British authorities have arrested a hundred Russians, including three Bolshevik commissaries.

### RUSSIAN MOBILISATION.

London, June 30.

A Helsingfors telegram reports that an order for mobilisation of all classes up to forty-eight years has been issued by the Northern Russian Governments, probably throughout Russia. The reason is unknown, but it is thought to be connected with serious risings in Siberia.

### THE ENGINEERING DISPUTE.

London, June 30.

A conference of Engineering Unions' delegates overwhelmingly accepted the agreement with the employers and agreed to recommend members of their unions to accept the terms. A ballot of the members will be held within a fortnight.

### NAVAL CONSTRUCTION.

Washington, June 30.

The House of Representatives by 340 votes to 4 adopted Senator Borah's amendment to the Naval Appropriations Bill authorising the President to negotiate with Britain and Japan with a view to a reduction in naval construction.

### ALLIES' DEBTS TO AMERICA.

Washington, June 30.

Mr. Mellon has informed the Senate in committee that there has been a suggestion that the United States should accept German reparations bonds as a substitute for the Allies' obligations. The Treasury did not intend to invite such a proposal.

### FRENCH BANK IN FAR EAST.

Paris, June 30.

The papers state that a meeting of the big banks, called by the Minister of Finance to consider the position of a bank which recently acquired a certain position in the Far East, decided they were unable definitely to recommend support of the Bank.

### ATTEMPT ON GEN. GOURAUD.

Paris, June 24.

A Damascus message reports a criminal attempt committed against General Gouraud whilst going to Lake Tiberiade. The General was uninjured.—*Vale*.

### DR. WELLINGTON KOO.

London, June 30.

Dr. Wellington Koo has returned from Geneva.

## THE PROGRESS OF ST. DUNSTON.

### Sixth Annual Report.

Members of the Colony who have responded generously to the appeal of St. Dunstan's, that splendid institution for blinded soldiers and sailors, will be interested in the sixth annual report. There are now 1,773 names on the books, 108 new-comers were admitted during 1932, and in the course of the year 305 blinded soldiers completed their training and were set up in occupations they had mastered. Thus more than 1,200 men are already established at work.

A certain number of very expert blinded soldiers still remain at St. Dunstan's as pupil teachers and instructors to the new-comers. From the first (writes Sir Arthur Pearson in the Report) I have sought to have blind teachers for the blind and gradually our staff has been augmented from the ranks of the sightless soldiers. Just as some of our men trained as masseurs are engaged at the hospitals and elsewhere in giving treatment to other disabled soldiers, so some men having become expert as blind workers are devoting their time and skill to the help of their less-advanced comrades. The blind instructors have shown a really astonishing capacity for imparting their knowledge to others.

The wives and other relatives of the men have in many cases come to receive instruction in the various handicrafts, so as to be of practical assistance to the blinded soldiers when they become home workers.

Among the men still in training at St. Dunstan's are fifteen Colonials; several who returned to their own countries when they lost their sight have now decided to come here for a course of instruction. Quite a number of Colonials have settled permanently in England. The total of those who have gone to the Colonies and taken up work there is given in the Sixth Annual Report of St. Dunstan's as follows:

Canadians	63
Australians	76
South Africans	10
New Zealanders	20

### ST. DUNSTON'S NEW HEAD-QUARTERS.

Concerning the new headquarters of St. Dunstan's the report states: To equip the house for its purpose and to erect the necessary workshops in the grounds has been a big undertaking. But the change has been accomplished without any interruption to the work. For the men at present in training it was no small problem at first to find their way about the new building and grounds. Once were the well-trodden walks and familiar pathways which they knew by heart; the old landmarks had vanished. Here was a fresh world to explore and to memorize. From the entrance gate on the Inner Circle a gravel drive, sweeping to the left, leads up to the house. A very fine inner hall, square and lofty, acts as the centre for what is now a hive of industry. Around it are some of the principal offices; others are in what were once the library, the ball-room and the drawing-room. Magnificent rooms they are, their roofs as high as two storeys of the main building. Here is ample accommodation for the staff of the Secretary and the Treasurer of St. Dunstan's and for the various departments dealing with the training, the settlement and the after-care of the blinded soldiers. Here too, are the Editorial Offices of the *St. Dunstan's Review*. What was once a sort of conservatory has been transformed into the Poultry and Country Life Section; the new work shops have been erected in the grounds. These buildings are heated and ventilated by the most up-to-date systems.

Convalescent homes have been established at Brighton, St. Leonard's, Cheltenham, Ilkley, and North Berwick, and there is a private hospital in London. The activities of St. Dunstan's, when headquarters are at the Inner Circle, Regent's Park, N. W., extend to regions as remote as the Rockies, the Australian bush and the South African veldt.

### CHINESE DYES.

Dr. C. T. Wang and Mr. C. C. Nieh are planning to form a dye company with the Hong Sing Dye Company (The Dupont Company) with a capital of \$100,000 in 10,000 shares of \$100 each. \$400,000 is to be paid up, both parties taking on equal amounts.

## EXCEPTIONAL VALUE.

### FEATHER WEIGHT VESTS AND DRAWERS.

SHADES BLUE, PINK AND CREAM

3 SUITS F R 10.50

ALL SIZES.

### 4 SPECIAL OFFERS IN SOCKS.

ALL WOOL 6 Pcs ..... \$8.50

WOOL & COTTON 6 Pcs ..... \$6.00

FANCY COTTON 6 Pcs ..... \$4.50

HEAVY SILK 6 Pcs ..... \$15.00

Sizes Range from 9½ to 12.

ALL COLOURS.

**LANE, CRAWFORD & CO.**



EVERYTHING IN THE

## SWIMMING LINE

— FOR —

LADIES AND GENTS

INCLUDING

VESTS, BONNETS, WINGS, TOWELS,  
SHOES, ETC.

GET READY FOR THE SWIMMING SEASON BY  
EQUIPPING YOURSELF

— AT —

**THE SINCERE CO., LTD.**

"HONGKONG EMPORIUM."



SOLE AGENT,  
**MITSUI BUSSAN KAISHA, LTD.**  
HONGKONG.

### CHUCKLES.

An example of unconscious humour was found in an advertisement in a Toronto street car.

"Don't kill your wife, let our patent electric washing machine do your dirty work."

Enraged Customer—What! One and sixpence for talking for a couple of minutes to a place only just outside London? Why, in New York I could call 'up Hades for less than that amount! Counter Clerk (calmly)—Ah, yes; but that would be within the city limits!

The *Westminster Gazette*, criticising the French play "Arsene Lupin" states that, although he was supposed to be hidden up the chimney, most of the detective's Lord asked counsel blind-

legs were visible to the audience. Presumably he had no time to conceal more than half a dozen or so.

One of Lord Shaw's reminiscences recalls the masterful figure of Lord Young upon the Scottish Bench. The treasury of Scottish legal anecdotes was copiously replenished from the caustic and sardonic comments and asides of that clever, if embittered, man and judge. They were not always printed, meant to be (says the *Morning Post*). The fool, he suffered so ungraciously turned up, as he said, in queer places, sometimes high places.

Once a counsel had Mr. Young in his masterful way, had taken his witness out of his hands, examined him and dismissed him. "Have you any more to say?" he asked, to call his witness, most of the detective's Lord asked counsel blind-



## NEW ADVERTISEMENTS.

### WANTED.

WANTED.—From November, Furnished House on the Peak. Apply Box No. 576 c/o "Hongkong Telegraph."

WANTED.—Oswald Lyon A.L.C.M., L.L.C.M. (London) gives Violin tuition. Apply Box 577 c/o "Hongkong Telegraph."

### TO BE LET.

TO LET.—Furnished, from June 24th to October 4th, No. 22, the Peak. Apply G. M. Harston, Hotel Mansions.

### FOR SALE.

FOR SALE.—New and Used Harley Davidsons, Indians, Hendersons, Wolve, and Smith Motor Cycles.—Reeves & Co., 106-114 Woo-Sung Street, Kowloon.

### NOTICE.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 4th day of July, 1921, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land above Bowen Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lots	Boundary Measurement	Area	Approx. Value
1	Lot 2317, bounded by the Boundary of the Public Works Department, and the Boundary of the Public Works Department.	1.5000	22,000
2	Lot 2318, bounded by the Boundary of the Public Works Department, and the Boundary of the Public Works Department.	1.5000	22,000
3	Lot 2319, bounded by the Boundary of the Public Works Department, and the Boundary of the Public Works Department.	1.5000	22,000

### THE COWIE HARBOUR COAL COMPANY LIMITED.

#### SILIMPOPON COAL.

The undersigned are prepared to quote prices for best quality freshly mined SILIMPOPON COAL, trimmed into Bunkers at SEBATTIK or SANDAKAN (British North Borneo) or to contract for regular Bunker Supplies for 6 or 12 months at favourable rates.

Steamers calling at SEBATTIK or SANDAKAN exclusively for Bunkers are exempt from payment of ordinary Port Charges. The minimum draft of water alongside the Company's Wharf at Sebatik is 28 feet at low water Spring Tides. Charts of Cowie Bay (Sebatik Harbour) and any required information concerning the port can be had on application to

BRADLEY & CO. LTD.  
Agents,

The COWIE HARBOUR COAL CO. LTD.

### ST. PETER'S CHURCH

Des Voeux Road, West.

### PATRONAL FESTIVAL

SUNDAY, July 3rd 1921.

8 a.m. Holy Communion  
11 a.m. Procession, Choral Eucharist & Sermon.

### KOWLOON CANTON RAILWAY.

#### NOTICE.

The Public is hereby notified that trains will not be served on trains unless ordered the previous day before 5 p.m.

By Order,  
H. P. WINSLOW,  
Manager,  
Kowloon, 28th June, 1921.

### PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on  
Saturday the 2nd July, 1921 commencing at 10.30 a.m. at their Sales Rooms, Duddell Street

3 cases Infant's Hosiery  
1 bale Khaki Proofed Canvas  
75 pieces Grey Drills  
21 pieces White Drills  
1 case Scarlet Lenos  
49 lengths Rolled Steel Joists  
400 lbs. Greasy Packing  
300 lbs. Tucks Core Packing  
2 cases Ready-Mixed White Paint  
2 cases Ready-Mixed Green Paint  
8 cases Chocolates  
(will be put up in lots suitable to purchasers)

2 cases Baking Powder  
2 cases Pudding Powder.  
Terms: Cash on delivery  
LAMBERT BROS.,  
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on  
Saturday, the 2nd July, 1921, commencing at 12 o'clock (noon)

on the Premises of the Hongkong Art Stone Co., 75 Woosung Street, Yaumati.

The Entire Business and Good Will of the above Company.  
Terms: Cash on delivery.  
LAMBERT BROS.,  
Auctioneers.

### "AN ALIEN CONSPIRACY."

Deputations to Mr. Lloyd George.

Two deputations, one headed by the Duke of Northumberland, and the other by Colonel Gretton, M.P. joined forces and waited at 10 Downing Street recently when it is understood they laid before Mr. Lloyd George a resolution, passed at a meeting of M.P.s and Peers at the House of Commons yesterday, which calls for immediate action to defeat what was termed "an alien co-conspiracy against the Empire," and generally deals with the present industrial unrest.

It is understood Mr. Austen Chamberlain, Mr. Shortt, and Sir Basil Thompson, Chief of the Special Branch of Scotland Yard, were received by the Prime Minister. The interview lasted three quarters of an hour.

Members were reluctant when they came out, but stated that Mr. Lloyd George's sympathetic consideration

Mr. Harry Brier, of the People's Fairplay League, who called at Downing Street to suggest a public conference between mine-owners and men with a view to settlement, was informed by one of the Premier's private secretaries that so long as the miners stand out for the principle of a national pool, which the Government experts have decided is impossible without restoring Government control there be no solution, but the Government is ready at all times to meet miners and owners, or to arrange a meeting if either side shows a desire for the same.

Mr. Shortt, asked by Lieut. Colonel Claude Lowther as to the propaganda carried on in this country by the Red internationals of Moscow, said, in Parliament, that we could not in this country suppress any propaganda of opinions, but any revolutionary action could be dealt with by the police.

The Government were at this moment considering the introduction of legislation to prevent the remission of foreign money to this country intended to promote revolutionary movements or seditious propaganda.

### TORIC LENSES ARE GROUND

with a deep inner curve, which conforms to every movement of the eye and makes the sight equally clear in every portion of the glass. Toric will set closer to the eye than the ordinary flat lens, thus doing away with the annoying reflections from the edge of the glass. For those who wish the very best in lenses, we recommend torics. The Hongkong Optical Co., Successors to Clark & Co., Manufacturing and Refracting Opticians, located in Queen's Road, Central, manufacture Torics on all prescriptions in White, Smoke, Amber, Crookes or Fierzal.

### OVER-ORGANISED.

#### System Killing the Soul of Industry.

In organisation overdone in the modern business and industrial world? Mr. H. G. Wells and some others think that it is, that organisation kills.

Among the others is Mr. James H. M. Clark, jun., a Scots-Canadian manufacturer, who energetically states his views in *Industrial Management*, New York.

Office systems and shop systems and cost systems, selling systems and buying systems and managerial systems. The world (he writes) is seldom absent long from the business man's thoughts or his utterances. Organisation has become a kind of pastime.

A fairly extensive and varied acquaintance with the business life of two continents has tended to confirm in my mind the suspicion that organisation is essentially individualistic—a product of the cult of self-interest.

The most highly organised business is in most cases the business yielding the greatest immediate profit. Any immediate profit is the furthest that the average business man can see.

"When you organise you kill." It is quite impossible to get away from the deep-seated truth of this remark. We have seen it confirmed in the business world times without number.

"Why the dickens don't they think?" asks the stereotyped manager or executive almost every day of his life, speaking of his subordinates. And the answer that is really so obvious never seems to occur to him. Because you have systematised, classified, organised, and card-indexed the heart and the life of the initiative clean out of the average employee altogether.

You have never encouraged him to think or to act or to stand on his own legs or depend on his own judgment. The way has always been cleared and mapped out for him, and he has naturally followed the lines of least resistance. And the motive at the back of your actions has been immediate profit. It has been found to pay best.

I read recently about how a "business expert" went to work to systematise a certain concern and its employees. He drew up tables, made curves, and compiled charts in the most edifying (and entertaining) modern fashion. He figured what an average day's typing was, how many hundreds of this could be turned out, and how many operations were possible of that. He studied every twist and turn of the very bodies of the typists and clerks to find the fastest (or most profitable) way to proceed!

In all seriousness we ask any thinking man or woman to pause for a moment and consider what a world run on such lines would be like. It is too horrible to contemplate. We should become a collection of automata—all the beauty and the grace and the naturalness and the charm of variety would be driven clean out of individual life and indeed out of the whole world.

And yet the general run of merchants and manufacturers think this kind of thing is the very last word in the way of good management and commercial sagacity. It produces the quickest and most substantial immediate gain. Yet that they are quite mistaken in their view is my firm conviction.

From a long and intimate connection with manufacturing, I know that any proposal for changing men from one job to another would meet with the fiercest hostility from the managers and owners; but that the adoption of some such plan would be of incalculable national benefit there can be little doubt.

That there might be a serious drop in immediate profit is quite possible. But the benefits to the lives, welfare and happiness of the average worker would be simply stupendous.

All is not well with our national life. The masses are beginning to wonder at the deadly monotony of their lives and to think strange thoughts in connection therewith. It would be infinitely wiser to go ahead of them in their thinking, to demonstrate that we really have their welfare at heart, and would like to take them out of the dreadful rut in which most of them find themselves. There is too much organisation and organisation is death. We are slaughtering all the herd. And it need not be so, it should not be so, it is not wise to continue it. We must adapt ourselves to a changing age and not let such things come upon us unawares.

### U.S. SHIPBUILDING SHRINKAGE.

#### No Further Concrete Ships to be Built.

The volume of steel shipbuilding in U.S. yards had shrunk to 1,123,176 gross tons on May 1, according to the American Bureau of Shipping. There were just 254 ships, of 820,388 gross tons, under construction for private account, and a substantial number of these vessels were barges and ships of this type. Thirty-six ships, of 302,783 gross tons, remain to be completed for the account of the Shipping Board. The bulk of this tonnage is made up of the new passenger liners and oil tankers. On March 1 the U.S. tonnage under way totalled 4,406,246 deadweight tons.

During the month of April eight ships, of 78,750 dead weight tons, were delivered to the Shipping Board for operation. There were two events of significance. On April 21, when the Lake Michigan freighter, was turned over to the Shipping Board for her maiden voyage by the Saginaw Shipbuilding Company, the last ship projected on the Great Lakes for the Government fleet, was placed in commission. The steamer had been completed several weeks ago, but she was held at the Saginaw yards awaiting the opening of navigation on the lakes.

The Jacksonville, Florida, plant of A. C. Bentley and Sons delivered the 7,300 deadweight ton concrete oil carrier Moffitt on April 12. With this ceremony, the concrete shipbuilding programme came to an end. The hull for the tanker was constructed by the Bentley yard, but she was outfitted by the California Brick Company. In all there were 12 concrete ships built by this combination—four cargo carriers, aggregating 13,500 deadweight tons and 8 tankers, of 60,000 deadweight tons.

There were five ships launched during April, of this number, four tankers—the 10,000 ton Hambro built for the Alameda plant of the Bethlehem Shipbuilding Corporation; the 12,000 deadweight ton Swiftlight and Swiftseagle, produced by the Seattle yard of the Northwest Steel Company, and 12,500 ton Tulsages constructed by the Baltimore Dry Dock and Shipbuilding Company—were sent down the ways, while one cargo carrier the 11,000 deadweight ton West Patalon—was launched by the Los Angeles Shipbuilding and Dry Dock Company.

### "EXECUTION DOCK."

#### Reminiscences of Pirate Days.

Owing to certain improvements to the water front about to be undertaken at Wapping, a site made notorious by four centuries' associations will disappear. We refer to Execution Dock, where pirates from the days of Queen Elizabeth down to last century were hanged in chains. We should fancy by the way (says the *Insurance Review*), that it was a matter of some difficulty to discriminate in good Queen Bess's time between piracy and piracy, or some good men such as Raleigh, John Hawkins, and others might have taken an undesired journey down Wapping way. The last malefactor to pay the penalty of his misdeeds in whom the marine insurance world had any direct interest was one, William Codling, the master of the brig *Adventure*. This enterprising skipper, in collusion with the owners, attempted to scuttle the vessel in the English Channel, with the object of recovering from the underwriters the large amount of insurance that had been taken out on her. The captain bogged the job, and the brig was picked up and towed ashore, waterlogged, where she sank in shallow water. Being subsequently raised and towed in, an examination of the hull showed that large auger holes had been bored in her sides. Codling, his owners, and the supercargo, were ultimately arrested and put on their trial at the Old Bailey on the 26th October, 1802. The owners and the supercargo escaped by a technicality, but Captain Codling was found guilty and sentenced to death, the judge holding out no hopes of mercy. A month later he was hanged at Execution Dock in the presence of a vast concourse of people. The gallows was erected at low-water, and three tides were allowed to wash over the victim's head before the body was taken up, and enclosed in an iron cage, hung on a gibbet by the riverside as a warning to others. The notorious Captain Kidd was one of Captain Codling's distinguished predecessors to be thus treated.

### AERIAL TOPICS.

#### Water v. Land Routes.

"The Commercial air services of the country are still run with Government help and aidmen are still at present investigating the problem of a commercially economical aeroplane. The remoteness of aerodromes from the centres of commerce will always be a tumbling block in the progress of civil flying. Amphibious aircraft remove the difficulty." The aeronautical correspondent of the *Times* in penning these lines has, says a Home writer, revealed the only possible method of commercial aviation which will ever prove practicable, both as regards finance and working. Much has been disclosed to the authorities through the recent experiments with the Vickers "Amphibian Napier" machine on flights between the Thames and the Seine. It has been seen at a glance that commercial aviation in this country can only be effectively carried out by making use of our natural river and sea ports.

One has only to glance at a map of the British Isles to see immediately the enormous advantage water transport has over land aviation. Practically all our big cities—commercial centres at any rate—are on the water's edge. This applies in the case of Scotland even more so than in England. Edinburgh, Dundee, Glasgow and Aberdeen—in England, London, Newcastle, Hull and Liverpool. What an enormous chain of air routes could be bound out of these few links! There is no doubt that the Vickers' experiments have gone a great way towards the realisation of these hopes. The aerodromes in this country are scattered and in most cases far from the cities concerned. Our cities are our ports, and it is interesting to observe that this will be the basis of the arguments shortly to be made by Mr. Gilbert, M.P., in the House of Commons. His question will refer mainly to an air station on the River Thames but they will have a wide significance.

An interesting souvenir has reached me from far away Sydney. It is a book of "aeroviews" of Sydney and other parts of New South Wales. We are already familiar here with picture postcards taken from the air and also larger reproductions; but collections in book form are not numerous. However, here is a suggestion for enterprise. The book also contains a description by Sir Ross Smith, K.B.E., of the flight he made with his brother Sir Keith Smith, K.B.E., from England to Australia towards the end of 1919. Sir Ross explains that the flight was first suggested in joke. Before the memorable voyage Sir Ross had taken part in a long fight from Cairo to India. That the intrepid airman reached Australia remains a marvel. The duration of the journey with all stops was just under 23 days, but the actual flying time was 135 hours. The distance covered was 11,340 miles. This interesting record of adventurous aerial travel is published by Messrs Angus & Robertson (Ltd.), Castlereagh St., Sydney, and can be had from the British Australasian Book Store, 51 High Holborn, London.

The Americans are somewhat like ourselves. They have a distinct tendency to depreciation of national effort. The idea has been circulated in the States that the Government spent over a billion dollars for aircraft in the War, and had "nothing to show for it." The *Aviation and Aircraft Journal* has been investigating the matter, and it seems that the exact amount spent was \$98,090,781 dollars and that nearly 20,000 machines were secured. Summing up this controversy the "Scientific American" says: "We started the War with nothing. We had to create three things: An airplane industry, a fleet of airplanes, and a force of trained pilots. At the Armistice we had a huge, well-organised industry, nearly 20,000 airplanes, and a whole army of carefully selected and thoroughly trained fliers. The novelty and magnitude of the task and the speed with which it was accomplished render the total cost of 500,000,000 dollars not unreasonable."

#### DEATH FOR HIS FRIEND.

At the inquest on Mr. R. E. V. Buxton and Mr. Llewellyn Davies, Commissioners of Christ Church, Oxford, who were drowned in Sandford Pool, near Oxford, while bathing, a verdict of "Accidentally drowned" was returned, and the jury expressed the opinion that Mr. Buxton lost his life in trying to save his friend.

## THEATRE ROYAL.

### LAST NIGHT!

FRIDAY, 1st July, at 9.15 p.m.

FAREWELL OF THE COMPANY

## THE FAMOUS RUSSIAN LIGHT OPERA & OPERETTE CO.

presents

The popular operette

## "THE GEISHA" & "POT POURRI"

The premieres will take part in the Pot Pourri.

Prices ... \$4, \$2, and \$1.

Booking at the HONGKONG HOTEL between the hours of 10 a.m. and 5 p.m.

## THEATRE ROYAL

## H. B. WARING CO.

RETURN VISIT FOR ONE WEEK ONLY.

SATURDAY July 2	"TRILBY"
MONDAY July 4	"THE CHOICE"
TUESDAY July 5	"ADVENTURE OF LADY URSULA"
WEDNESDAY July 6	"DON"
THURSDAY July 7	"MERELY MARY ANN"
FRIDAY July 8	"MR. GORRINGE'S NECKLACE"
SATURDAY July 9	"THE PURSE STRINGS"

Prices... \$4, \$2, and \$1.

Booking open's at MOUTRIE'S.  
MONDAY June 22nd.

## CHIU ON STEAMSHIP COMPANY

### S. S. "HYDRANGEA"

REGULAR SERVICE of Fast High Class Coast steamers having good accommodation on UPPER DECK for First Class Passengers. Electric Lights and Fans in Staterooms and Saloons and Excellent Cuisine.

#### FOR

SWATOW  
Sailing every Monday and Thursday at 5 p.m.

RETURN  
Every Tuesday and Friday at 5 p.m.

CAPTAIN..... A. JENKINS

Arrival and Departure from the Kiu Hing Wharf, Connaught Road West.

For Freight and Passage apply to

CHIU ON STEAMSHIP COMPANY  
205 Wing Lok Street,  
Hongkong.

## THE UNITED MOTOR CO. LTD.

33 & 35 DES VOEUX ROAD.

## WE HAVE JUST THE CAR YOU WANT TO HIRE

### AT OUR REDUCED RATES.

5 PASSENGER CAR.....\$5.00 per Hour.  
WAITING TIME .....\$1.00 per Hour.  
7 PASSENGER CAR.....\$7.00 per Hour.  
WAITING TIME .....\$1.50 per Hour.

RING UP 1036 FOR HONGKONG

OR K417 FOR KOWLOON.

WHY NOT BRING YOUR CAR TROUBLES TO US?

OUR MECHANICAL DEPARTMENT CAN HANDLE ANY REPAIR ON ANY MAKE OF CAR.

ALL WORK UNDER EXPERT EUROPEAN SUPERVISION.



## THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND  
PASSENGER SERVICES.

## LONDON SERVICE

	(Direct)	
"LAOMBON"	13th July	London, Antwerp & Hamburg
"MENTOR"	18th July	London, Amsterdam & Antwerp
"THUCER"	11th Aug.	London, Rotterdam & Hamburg
"THIRSIAS"	16th Aug.	London, Amsterdam & Antwerp
"ATREUS"	30th Aug.	London, Amsterdam & Antwerp

## LIVERPOOL SERVICE

(Direct or via Continental Ports)

"BURYDAMAS"	10th July	Genoa, Barcelona & Liverpool
"YANGTSE"	16th July	M'lee, Havre, L'pool & G'gow
"AGAMEMNON"	26th July	Liverpool & Glasgow
"BURYPYLUS"	5th Aug.	Genoa, Mars-illes & Liverpool

## PACIFIC SERVICE

(via Kobe and Yokohama)

"TYNDAROS"	6th July	Victoria, Seattle & Vancouver
"PROTESILAS"	3rd Aug.	
"IXION"	24th Aug.	

## NEW YORK SERVICE

(via Suez or Panama)

"DEUCALION"	5th July	via Suez
"MENTOR"	19th July	for London
"THIRSIAS"	16th Aug.	for London
"ASCANIUS"	7th Sept.	for Liverpool

For Freight and all Information Apply to

BUTTERFIELD & SWIRE  
AGENTS.THE EAST ASIATIC CO., LTD.  
OF COPENHAGEN.

## The M. S. "PERU"

Will be loading for Rotterdam, Hamburg, Copenhagen and other  
Scandinavian Ports about 30th July.

Further sailings:—

M. S. "AFRIKA"	Aug./Sept.
M. S. "MALAYA"	Oct./Nov.
M. S. "PANAMA"	December.

For further particulars please apply to:—

MANNERS & BACKHOUSE, LTD.  
7, Queen's Road, Central.

Telephone 1476.

## NOTICE TO CONSIGNEES.

## OSAKA SHOSHEN KAISHA.

From TACOMA via  
YOKOHAMA, KOBE, MOJI  
& SHANGHAI.THE Arabia's Steamship  
"ARABIA MARU"having arrived from the above  
ports, Consignees of Cargo  
are hereby notified that their  
goods are being landed and placed  
at their risk in the Hongkong and  
Kowloon Wharf and Godown  
Company's Godowns at Kowloon,  
where delivery can be obtained  
as soon as the goods are landed.Goods not cleared by the 5th  
July, 1921 will be subject to rent.  
Damaged packages must be  
left in the Godowns for examina-  
tion by the Consignees' repre-  
sentative and the Company's  
Surveyors, Messrs. Goddard and  
Douglas, at 10 a.m. on Wednesday  
and Saturday. All claims must  
be presented within Ten days of  
the steamer's arrival here, after  
which date they cannot be re-  
cognized. No claim will be ad-  
mitted after the goods have left  
the Godowns.No fire insurance whatever  
will be effected.Consignees are requested to  
send in their Bills of Lading for  
countersignatures immediately.OSAKA SHOSHEN KAISHA,  
Y. YASUDA,  
Manager.

Hongkong, 29th June, 1921.

## NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS,  
LIMITED.From UNITED KINGDOM,  
OBROA COLOMBO &  
STRAITS.The Motorship  
"GLENNAVY"having arrived from the above  
ports, Consignees of Cargo by her  
are hereby informed that all  
goods are being landed at their  
risk into the hazardous and/or  
extra hazardous Godowns of the  
Hongkong and Kowloon Wharf  
and Godown Company, Limited,  
whence, and/or from the wharves,  
delivery may be obtained.Goods not cleared by the 2nd  
July, 1921 at 5 p.m. will be sub-  
ject to rent.All broken, chafed and dam-  
aged packages are to be left in  
the Godowns where they will be  
examined by Messrs. Goddard  
& Douglas, on 2nd July, 1921 at  
10 a.m. Claims against the  
steamer must be presented on the  
special form provided and must  
also be submitted within 30  
days of arrival otherwise they  
will not be recognized.No fire insurance will be  
effected in any case whatever.Bills of Lading will be counter-  
signed byJARDINE, MATHESON  
& CO., LTD.,  
Agents.

Hongkong, 25th July, 1921.

W. S. BAILEY  
& CO., LTD.ENGINEERS & SHIP-  
BUILDERS, HOK UN  
KOWLOON.

## HARBOR REPAIRS

Call Flag "L"

Sole Agents for

"KELVIN MOTORS."

Motors from 12 B.H.P. to

50 B.H.P. now in stock

also spare parts.

Works ... Tel. K.21.  
Manager ... K.633.  
Secretary ... K.369.  
Harbour Engineers, K.604 &  
K.622.  
Telegrams "SEYBOURNE."

## ON LOK YUEN CO., LTD.

## THE POPULAR CAFE.

27-35 Des Vaux Road, Central

First Floor.

## LI HUNG CHANG CHOP

SUEY

at all hours.

Clean, Delicious &amp; Appetizing.

Once Tried Always Asked For.

European Menu a la carte at

All Hours. Teas, Ice Cream,

Cold Drinks, Cakes, etc.,

Special Dining Room for dinner

parties, accommodating 40 per-

sons, with Drawing Room at

tached.

## NOTICE TO CONSIGNEES.

## TOYO KISEN KAISHA.

## THE Steamship

## "SHINYO MARU."

From SAN FRANCISCO, via

HONOLULU, JAPAN PORTS

&amp; SHANGHAI.

The above named Steamer ar-  
rived on Thursday the 30th inst.  
Consignees of cargo are hereby  
notified to present their Bills of  
Lading for countersignature, and  
take immediate delivery from  
alongside steamer or the Com-  
pany's Godown, where all cargo  
impeding immediate discharge  
will be landed at Consignees' risk.Storage will be assessed on  
cargo remaining undelivered after  
24th July, 1921.All broken, chafed and damaged  
packages will be landed into the  
Company's Godown, where same  
will be examined on Thursday,  
the 7th July, 1921, at 11 a.m.No claims will be recognized  
after the goods have left the  
steamer or Godown, and none  
will be entertained if presented  
later than three weeks after  
arrival of steamer.No fire insurance whatever will  
be effected.Y. TSUTSUMI,  
Manager.

Hongkong, 30th June, 1921.

## SUICIDE AT KOBE.

A Shimonoseki despatch to the  
Asahi says that the N.Y.K. str.  
Shidzuoka Maru, which left Kobe  
on the 14th instant, was outside  
Moji harbour the following day  
at noon, when a foreign passenger  
threw himself overboard and was  
drowned. The man was identi-  
fied as an Englishman, named  
Albert Smith, a young man of 23  
years, who was returning to Lon-  
don as a second class passenger.  
The Moji branch of the Nippon  
Yusen Kaisha reported the in-  
cident to the British Consulate at  
Shimonoseki. The cause of the  
suicide is not known.

## CHINESE EASTERN RLY.

## The Real Position

At a meeting of the directors  
of the Chinese Eastern Railway  
held at Peking on the 15th inst.,  
writes Mr. Rodney Gilbert in the  
N. O. Daily News, the Chinese  
representatives requested that  
the prospective conference be  
postponed for a few days so that  
they might be better prepared to  
take up the various issues which  
will probably be subjects of  
discussion. To this all parties  
agreed.Anyone who has followed  
Chinese comment upon this con-  
ference will have observed that  
it is viewed with the most pro-  
found suspicion. Many foreigners  
in Peking have adopted the  
same attitude, and it is re-  
ported with some assurance  
and with great wealth of circum-  
stantial details that the Chinese  
Eastern Railway is contemplating  
a big loan from the South  
Manchurian Railway the terms  
of which will virtually put the  
former under the control of the  
latter.It is said, for instance, that the  
loan will pay debts to the South  
Manchurian Railway, will pur-  
chase cars and supplies and will  
net the Chinese administration  
of the railway zone a liberal sur-  
plus. One official connected with  
the Ministry of Finance told the  
writer that the Chinese share in  
the railway would be pledged as  
security for the loan and that the  
Japanese were arranging to trade  
Japanese National Bonds for the  
shares held by the Russo Asiatic  
Bank.NO CHINESE INTEREST TO  
PLEDGE.In fact, the story does not hold  
water. The Chinese generally  
believe, and so do most foreigners,  
that there is a Chinese financial  
interest in the railway, while as a  
matter of fact no Chinese holds a  
single railway bond. The entire  
investment is now Russian and of  
course French through the French  
interest in the Russo-Asiatic Bank  
—and all paper securities are held  
by the Russo-Asiatic Bank in  
Paris. The Chinese therefore  
have nothing to pledge. A trans-  
fer of the Russian interest to  
Japan, without China's official  
consent, would be in violation of  
the original railway agreement.  
This does not mean that the  
Japanese could not lend the rail-  
way money in exchange for cer-  
tain preferential shipping rights.  
It simply means that the story  
that China will pledge her in-  
terest in exchange for a loan is  
untrue, since China's only inter-  
est is administrative.WASTEFUL CHINESE ADMINIS-  
TRATION.It may develop that that the  
Russian and Chinese directors  
will agree to negotiate a Japanese  
loan or that the Chinese may  
agree to a transfer of Russian  
shares to the Japanese, but these  
possibilities are denied by Rus-  
sians in positions of authority.  
The Russian management of the  
railway, it is well known, has been  
opposed to the contracting of  
heavy debts and has pointed out  
that if the line were run as a  
commercial institution and were  
relieved of the burden  
of supporting the new Chinese  
administration, with its soldiers,  
police and courts, in the railway  
zone, it would yield a considerable  
profit and that present debts  
could be quickly liquidated. Apart  
from other traffic the railway  
has been carrying 400 cars a day  
of grain for export and is doing  
a bigger business generally than  
before the war. The Chinese  
administration of the railway  
zone is, however, expensive and  
the Government may find it more  
expedient to borrow money than  
to force economy.

## THE NEW CHINESE

## SPEECH

## Chalmers Club Entertainment

## Lord Reading

The dinner given by the Chalmers  
Club, S.M.A., to welcome the  
Earl of Reading at Viceroy was  
a brilliant function. Numerous  
distinguished Indians were among  
the guests, who also included  
the Hon. Mr. Whyte, Speaker  
of the New Legislature.  
The Hon. Mr. Shafi having  
welcomed the guest as "one of  
England's ablest sons."His Excellency, after cordially  
acknowledging the welcome  
extended to him, said: In India  
there can be and must be no trace  
of racial inequality (loud  
applause). I say we do not  
for a moment indulge in  
any notions of racial superiority  
or predominance (hear, hear).  
I think this is axiomatic of  
British rule, although I am per-  
fectly prepared to admit that  
there may be undoubtedly certain  
questions, with which I am striv-  
ing to make myself familiar, in  
which there will be an opportu-  
nity for putting this equality on  
a firmer basis than at present  
exists (loud applause), and as a  
corollary, scientifically consid-  
ered, it is not a separate proposition  
and I am sure that it will com-  
mand from you as whole-hearted  
a support as the proposition,  
which I have just enunciated.I say there cannot be and must  
never be humiliation under the  
British rule of any Indian because  
he is an Indian. (Hear, hear).  
And I would add one further  
proposition which I believe is  
as true as either of those I have  
given utterance to and which  
found support from you—that we  
British people in India and those  
also in our own country must  
realize that we have much  
suspicion to dispense, many mis-  
understandings to banish from  
amongst us, and that in truth  
the essence to my mind of co-  
operation between us and Indians  
is that we should convince them  
by our actions, which will accord  
with our thoughts and intentions  
that we honestly and sincerely  
mean what we have said with re-  
gard to Indians. (Hear, hear). This  
may not be accomplished in a day.  
I am not disposed to-night to  
follow Mr. Shafi in some of the  
observations that he made, be-  
cause if I did I should detain you  
longer than I intend and give an  
ill return for your hospitality, but  
I am so thoroughly satisfied from  
long experience and some know-  
ledge of public affairs that it is  
only by the interchange of thought  
and by constant communion be-  
tween members of different races  
existing under the same Govern-  
ment and having precisely the  
same object in view, the welfare  
of India (hear, hear), that we can  
arrive at satisfactory results.I have recently had an oppor-  
tunity of testing the value of this  
interchange of thought ("hear  
hear" and laughter), although  
I must admit that it was in the  
full, free, and frank discussion that took  
place between Mr. Gandhi and  
myself. I cannot tell you all  
that happened (laughter), yet  
the veil has been to some extent  
lifted and there is no secret as to  
how the interview came about.  
Unless it should be thought that  
there was any concealment about  
it I will tell you what happened.  
Mr. Malaviya came to see me  
and we had several interviews to  
my profit and I hope also to his  
profit and we discussed ideas and  
discussed problems without deriv-  
ing some benefit to either side.  
He left me with the impres-  
sion that he would like me to  
see Mr. Gandhi. Well, it  
did not occur to me that my  
address was not altogether un-  
prolonged (laughter), but I did

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extended to him, said: In India  
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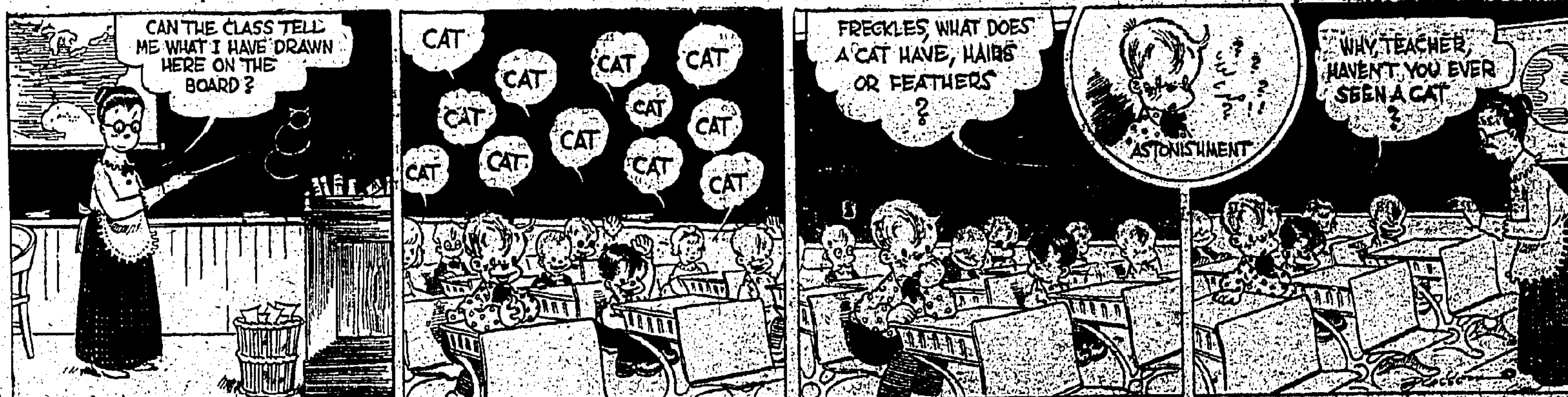
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applause). I say we do not  
for a moment indulge in  
any notions of racial superiority  
or predominance (hear, hear).  
I think this is axiomatic of  
British rule, although I am per-  
fectly prepared to admit that  
there may be undoubtedly certain  
questions, with which I am striv-  
ing to make myself familiar, in  
which there will be an opportu-  
nity for putting this equality on  
a firmer basis than at present  
exists (loud applause), and as a  
corollary, scientifically consid-  
ered, it is not a separate proposition  
and I am sure that it will com-  
mand from you as whole-hearted  
a support as the proposition,  
which I have just enunciated.I say there cannot be and must  
never be humiliation under the  
British rule of any Indian because  
he is an Indian. (Hear, hear).  
And I would add one further  
proposition which I believe is  
as true as either of those I have  
given utterance to and which  
found support from you—that we  
British people in India and those  
also in our own country must  
realize that we have much  
suspicion to dispense, many mis-  
understandings to banish from  
amongst us, and that in truth  
the essence to my mind of co-  
operation between us and Indians  
is that we should convince them  
by our actions, which will accord  
with our thoughts and intentions  
that we honestly and sincerely  
mean what we have said with re-  
gard to Indians. (Hear, hear). This  
may not be accomplished in a day.  
I am not disposed to-night to  
follow Mr. Shafi in some of the  
observations that he made, be-  
cause if I did I should detain you  
longer than I intend and give an  
ill return for your hospitality, but  
I am so thoroughly satisfied from  
long experience and some know-  
ledge of public affairs that it is  
only by the interchange of thought  
and by constant communion be-  
tween members of different races  
existing under the same Govern-  
ment and having precisely the  
same object in view, the welfare  
of India (hear, hear), that we can  
arrive at satisfactory results.I have recently had an oppor-  
tunity of testing the value of this  
interchange of thought ("hear  
hear" and laughter), although  
I must admit that it was in the  
full, free, and frank discussion that took  
place between Mr. Gandhi and  
myself. I cannot tell you all  
that happened (laughter), yet  
the veil has been to some extent  
lifted and there is no secret as to  
how the interview came about.  
Unless it should be thought that  
there was any concealment about  
it I will tell you what happened.  
Mr. Malaviya came to see me  
and we had several interviews to  
my profit and I hope also to his  
profit and we discussed ideas and  
discussed problems without deriv-  
ing some benefit to either side.  
He left me with the impres-  
sion that he would like me to  
see Mr. Gandhi. Well, it  
did not occur to me that my  
address was not altogether un-  
prolonged (laughter), but I did

## FRECKLES AND HIS FRIENDS

## Teacher Must Be So Stupid!

## BY BLOSSER.





WATSON'S  
**FORMAZONE**  
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Particularly suitable for Tennis, Shooting and Bathing parties.  
Pints \$1.25 per dozen  
Splits 80 cts. per dozen  
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# The Hongkong Telegraph

HONGKONG, FRIDAY, JULY 1, 1921.

## A JUST MEASURE.

Comprehensive and just, might well sum up the new rents Bill which was introduced into the Legislative Council yesterday. When His Excellency the Governor appointed a small Committee last week to examine the whole question of house rents it was little thought by the majority of us that action would result so quickly, and there is nothing but compliments to bestow for this somewhat unique example of prompt legislation. This Colony has certainly witnessed a wonderful change of official front to this problem. Until His Excellency's speech last week one despaired of assistance for the harassed householder. The Press of this Colony—and the *Telegraph* rightly takes a little credit to itself on this matter—kept hammering away at the subject until it seemed the mere flogging of a dead horse. And then, mainly because of one specific instance which was brought directly to the notice of the Government by petition, His Excellency is sure of his facts and comes down with a heavier hand than few would have hoped for. Within one week of that statement we have a Bill presented to the Council, designed to protect tenants from unreasonable increase in rental and from arbitrary termination of their tenancies. It is indeed a changed position and we know that the whole body of residents will join with us in according thanks where it is so obviously due.

Regarding the Bill itself, there is not a great deal further to say if the lengthy objects and reasons have been carefully perused. They are as explanatory as legal phraseology permits. Out of it all comes the main fact that rents will go back to their level of December 31 last and that tenants cannot be ejected so long as they behave themselves and pay the standard rent. We shall have done away at one stroke with all the rent profiteering, with all the uncertainty of tenure residents suffer. It was a wise provision that the Ordinance should not apply to new houses because there will, therefore, be no economic restriction imposed on building operations. This Colony needs a lot more houses yet, and the building of them will possibly be assisted by the fact that wealthy outsiders coming here to settle or to escape from the uncertainties of the mainland will have to build for themselves. They can turn out tenants no longer. That the operation of the Ordinance has been restricted to one year is a wise provision, not because it will necessarily be an unwanted Ordinance by that time, but because its coming again before the Legislative Council will give opportunity for a retrospect of its benefits and opportunity also for any needed revisions. We can hardly see how the housing position will have so greatly changed twelve months hence to warrant the repeal of the Ordinance, but as a resolution by the Legislative Council is necessary to prolong its continued operation landlords and tenants have the guarantee that new conditions can be taken note of.

It has been stated that the Committee will be glad to receive any suggestions for giving better legislative facilities for dealing with past unreasonable increases in rentals and we trust that not only on this point but on any others that suggest themselves, those in a position to give advice will not hesitate to do so. The Government has been honest in confessing its difficulties and it is up to those who can help to come forward. When the Council meets again in a fortnight's time we shall look forward to seeing this Bill—which might be described as a "Tenants Charter"—go through its final stages and become a notable example of the right of government to interfere with private gain where that operates to the detriment of the general community.

**Food Prices.**  
We were not surprised at the official attitude on the question of food prices in Hongkong, as revealed by the answers given the Hon. Mr. H. E. Pollock's questions in the Legislative Council yesterday afternoon, but it does seem anomalous, to say the least, that we should have a Committee empowered to fix food prices and shop and stall keepers while charging what they like. If the Committee "has long ago ceased to perform the functions for which it was appointed" then why not get rid of it altogether? More especially so as the Government declares that it "is not disposed to interfere with retail trade in the Colony except in very exceptional circumstances." With this last viewpoint we find ourselves in agreement, much as we object to paying high prices. Except in exceptional circumstances there should be no governmental interference with the laws of competition. Only where a distinct shortage of necessities exists—as it did at Home during the war—and gives rise to unscrupulous profiteering on the part of those traders privileged to handle them, is it of communal advantage that the authorities should interfere with the normal price-cutting which competition between traders gives rise to. There is a plentiful supply of foodstuffs in Hongkong, both fresh and tinned, and it can be taken for granted that there is sufficient competition between the various merchants and others to ensure the selling of them at a price that conforms to the cost of their securing them. Prices have risen tremendously, that is true, but we are inclined to attribute that to the general rise that has taken place in the cost of production the wide world over and to the vagaries of the nimble dollar. Even when considering locally raised produce one has to remember that the Chinese gardener has had to meet rising costs of living. In the matter of food prices Hongkong is experiencing one aspect of the off-referred to "vicious circle" and not until the world regains its full normality shall we witness the return of the blessed days of cheap living. Perhaps one is justified in doubting whether those days have not gone for good.

**Wireless on Ships.**  
A short while ago we made public a statement by the Harbour Master of Hongkong that there was a possibility of our local Government introducing legislation to effect the compulsory equipment with wireless apparatus of all passenger vessels and others of a certain tonnage registered at or frequenting this Port. We have heard nothing in the meantime, though it is, perhaps, a little too early to expect legislation in view of the fact that the measure is one which would entail a lot of work on the part of shipowners in their endeavour to comply with its provisions. But we do trust that the matter is not being lost sight of, because there can be no possible argument against this very necessary protection for the lives of officers and passengers. At Home there is such a keen regard for safety at sea that a correspondent to the well-known *Journal of Commerce* has urged that all sailing ships should be equipped with wireless. Among other things he says that there is no need to dwell upon the great benefit this marvellous invention has been to the world generally, and more than sufficient proof of this was given during the war, more especially that period when the gentle Hun was carrying on his "humane and cultured" work of attacking unarmed merchant ships. Every steamer over 1,600 tons register is bound to be fitted with wireless, but, as against this the number of sailing vessels so equipped could be counted on the fingers of one hand, and these are mostly foreign-owned. Sailing ships have been lost, or abandoned, and valuable lives of brave men sacrificed, when had they been equipped with wireless help could have been sent and possibly everything and everybody saved. Many cases illustrating this point might be given. Leaving the vessels themselves out of the question, surely the fact that there are human beings in them, whose lives are more or less always in danger, should be sufficient to move the Government along the road to safeguard these lives by passing a law that all sailing vessels above a certain size should be fitted with wireless telegraphy.

**THE POSSIBILITIES OF SUCCESS DISCUSSED.**  
The proposal for the construction of a harbour for the neighbouring port of Whampoa is a revival of a project that was launched fifteen years ago when the rapid growth of Hongkong under the administration of the British drew the attention of Chinese merchants to the possibilities of Whampoa. A representative of the *Telegraph* interviewed the Hon. Mr. Lau Chu Pak yesterday afternoon, and learned that he is not very optimistic of the scheme meeting with the results anticipated by the Canton merchants. To reclaim the foreshore, dredge the harbour, construct godowns, and most important of all, to construct the long breakwater to protect the entrance into the harbour, would involve an outlay not of \$5,000,000 as estimated by the present supporters of the scheme, but of \$50,000,000 without any certainty of its being recovered from the eventual returns of the port.

**JUNE'S RAINFALL.**  
The following record of rainfall at the Botanic Gardens during the month of June, 1921, has been sent us by the Superintendent:

Date	Inches
June 1	2.14
" 2	0
" 3	0
" 4	0
" 5	0
" 6	0
" 7	2.23
" 8	.02
" 9	2.15
" 10	.06
" 11	0
" 12	.17
" 13	0
" 14	1.06
" 15	0
" 16	.42
" 17	.70
" 18	.49
" 19	1.51
" 20	1.03
" 21	1.48
" 22	0
" 23	.19
" 24	.18
" 25	.05
" 26	.01
" 27	.37
" 28	.21
" 29	.15
" 30	1.19
Total	16.59 inches

**NEW STAMP ORDINANCE.**  
**Cheques Affected After To-day.**  
We take the opportunity to remind our readers that under the provisions of the new Stamp Ordinance cheques drawn after to-day will require an extra five-cent stamp. The Ordinance provides that:  
Cheques stamped with an impressed and dated stamp of the value of 5 cents shall be deemed to have been duly stamped if signed before the 30th day of June, 1921. Cheques stamped with an impressed and dated stamp of the value of 5 cents shall be deemed to have been duly stamped if signed after the 30th day of June, 1921, shall be deemed to have been duly stamped if an adhesive revenue stamp of the value of 5 cents shall have been fixed thereto before payment and shall have been effectively cancelled.

**A HARBOUR FOR WHAMPOA?**  
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**QUEEN'S COLLEGE LABORATORY.**  
The Governor recommended the Council to vote a sum of \$400 in aid of the vote Education, A.—Director of Education, Other Charges Laboratory (Queen's College).  
The Chairman: In connection with the laboratory equipment of Queen's College a sum of \$447.41 was spent in the first three months of this year on account of an indent which was sent in March last year, the goods not being received at all in that year. There is a corresponding saving in last year's vote. It is, therefore, necessary to provide for the order given this year for laboratory equipment and this bill of \$447 nearly exhausted the vote, and there is an anticipated excess of \$381.84; \$400 is asked for to be on the safe side.

**HARBOUR OFFICE VOTE.**  
The Governor recommended the Council to vote a sum of \$1,000 in aid of the vote Harbour Master's Department, Other Charges, Examination Fees.  
The Chairman: More examinations for certificates of competency as masters, mates and engineers have taken place this year than were expected. The total vote allowed for the whole year was \$1,000, and that has been already exhausted by the examinations which took place between January and June. The fees amount to \$1,050. It is anticipated that nearly \$1,000 will be required for the second half year and this is now asked for.

**TODAY'S MISCELLANY.**  
Is there any previous record of "First Sea" Lord playing polo with the enthusiasm which Lord Beatty brings to the game, on indeed playing the game at all during his period of office? There has been at least one civilian First Lord who has played during office, in the person of Mr. Churchill; but Lord Beatty's enthusiasm for the game may strike a final blow at the liberal and horseman'ship. It has generally been imputed to sailors that, although always quite ready for a ride, their "seats" have been of the most fugitive order, and even the fact that Admiral Rous was the great arbiter of Newmarket Heath has never quite overborne the tradition. It is difficult to realize how comparatively new polo is to Englishmen. It has been played in this country for a little over 30 years and no more; while 70 years ago it was first adopted by British officers in India. At that time the game was confined to three places. Monipur, the wild hill State between Assam and Burma, was one, and thence it was brought by English planters and officers to Calcutta. The Manipur game is most similar to that played in England to-day. It is from the Balatis we get the word "polo," which, like the Tibetan "pulu," means ball. The real origin of polo would, of course, take one back into the remote history of the East.

**FINANCE COMMITTEE.**  
**Yesterday's Proceedings.**  
Owing to the lateness of the hour at which the meeting of the Finance Committee (following the Legislative Council meeting) was held we were unable to report the proceedings yesterday. The following interesting matters were dealt with, the Hon. Colonial Secretary presiding:—

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**Between Ourselves**  
By Robt. MacWhirter.  
We're all interested nowadays in how much profit our landlords are making. If I was a landlord I'd be anxious to know if I was getting enough from my tenants. I never yet heard of a landlord who found out that he was getting too much profit and who reduced his rents accordingly.

**STOCK EXCHANGE "SWEEP."**  
The Derby sweepstake on the London Stock Exchange having been referred to in Parliament by Mr. Bottomley, the Home Secretary said: A quasi private lottery participation in which is strictly confined to members of the London Stock Exchange and honestly conducted, as undoubtedly this would be, is not such a sweepstake as calls for interference by the Government.

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## NOTICE

## THE MERCURY GARAGE CO.

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SALE STARTS 1st July.

ABSOLUTELY

ASTONISHING

VALUES!

Don't Fail to Take Advantage

BARGAINS!

BARGAINS!

Will be the Slogan

in all Departments

FIRST COME,

FIRST SELECTION.

SALE FOR CASH ONLY.

OUR TELEPHONE  
BOOK.

A Subscriber's Suggestion.  
"Phone Book" writes to the Editor of the Telegraph on the subject of the telephone directory issued by the China and Japan Telephone and Electric Co., Ltd., as follows:—"May I make a reasonable suggestion to the local telephone company in regard to its directory of subscribers? Usually, such a directory gives the address of each subscriber, which is a great aid to anyone wishing to have a personal interview with a telephone subscriber at his business office or his home. To a commercial man, who is a stranger in Hongkong and whose

time is limited, to say nothing about permanent residents in the Colony, it is a considerable inconvenience to have to consult a regular directory to ascertain the address of a business house, whereas, the insertion of the address after the subscriber's name would save tremendous time and improve the usefulness of the directory wonderfully. If the Company will accept this suggestion and put it into effect in the next issue of the directory I am sure that it will win the esteem of all the many users of its telephones. In a few cases the addresses of subscribers are given, so if the Company will do likewise with the remainder, whose addresses are now blank, it will render a great service to the community."

## ON THE WATERFRONT

## Pacific Mail Lines in Port.

The steamer Golden State of the Pacific Mail Steamship Company's fleet arrived at Hongkong this morning from San Francisco, via Japanese ports and Manila, bringing 23 first-cabin and 430 steerage passengers. The vessel, on her second trip in the trans-Pacific service, made a very good passage, which speaks well of the improvements that were effected on her at San Francisco after her first voyage. Leaving San Francisco on June 2, the Golden State was five days behind her scheduled date due to the unsettled state of affairs on American waterfronts at that time. By putting her to the test and saving time, where possible, the vessel reached port here in her original timetable running. The voyage was devoid of anything in the nature of a sensation. The death of a Chinese steerage passenger occurred, however, as a result of sickness.

A summary of the cargo brought for discharge here, shows the following items:—517 pkgs merchandise; 966 cases canned goods; 31 pkgs printing ink; 690 cases canned milk; 2 cases wine; 30 boxes butter; 2577 barrels lubricating oil; 83 boxes fresh fruits; 5 boxes gold coin; 263 bars silver bullion; 300 cases tobacco; 2 cases silk; and 1 case cigars.

The passenger list carries the names of many Americans, prominent in business and society, who are touring the Far East on the vessel. Mr. C. H. Rowell and his wife and family, of California, are travelling back to the "Golden State" (after which the vessel is named, by the way); also Mr. and Mrs. E. R. Morgan, of Manila. Mr. C. Rodriguez, a member of the Philippine Islands Senate, is on board the vessel with Mrs. Rodriguez. Mr. R. C. Morton, general agent of the Pacific Mail Steamship Company at Manila is proceeding to San Francisco on leave.

## Shinyo Maru Reaches port.

Coming from San Francisco, via Northern ports, the Toyo Kisen Kaisha mail steamer Shinyo Maru arrived at Hongkong early last night with passengers and cargo. She brought 319 passengers for this port, of whom 79 were first and 30 second-cabin and 210 steerage. The cargo for discharge here totals 340 tons, which is made up of the following commodities:—1047 pieces of steel; 68 pkgs merchandise; 107 cases canned goods; 25 pkgs cotton yarn; 154 cases groceries; 18 rolls matting; 1200 bales old newspapers; 342 pkgs provisions; 44 bars silver bullion (consigned to a local bank) and 93 bags of mail.

The Shinyo Maru sailed from the Pacific Coast on June 2, and a fine passage across was experienced. Notable among the passengers on board were:—Mr. C. N. Aizawa, of the Mexican Consular Service; Mr. and Mrs. H. H. Taylor, of Hongkong, who returned from Shanghai; and Mr. Fung Kong Un and Mrs. Un, also of the Colony.

Capt. Y. Maki, who brought the Shinyo Maru from America left the vessel at Yokohama, on leave, and was succeeded by Capt. H. Nagano, formerly commander on the Siberia Maru.

## C. P. O. S. Promotions.

Promotions of masters on the "Empress" ships in the Pacific service, in consequence of the entrance of the new liner Empress of Canada into the service later in the year, were announced at the Company's local Marine Superintendent's office today.

Capt. A. R. V. Lovegrove, formerly staff captain on the Empress of Russia, will arrive at Hongkong on July 7 as master on the Empress of Japan.

Capt. Dixon Hopcraft, formerly on the Empress of Japan, will join the Empress of Russia as master, upon her arrival at Vancouver on July 11.

Capt. S. Robinson, who will be relieved as master of the Empress of Russia, will proceed to England, where he will await the completion of the Empress of Canada, which he will command when she is commissioned.

## The Charter Market.

There is no improvement in the charter market, it was stated this morning in Hongkong. If anything, business is becoming quieter, our informant said. The market for South China is very dull and the demand for tonnage is limited indeed. The rate from Saigon to

## DAIRY FARM NEWS

REDUCTION IN PRICE  
OF BUTTER.

"DAISY" . . . . . \$1.45 per lb.

"DAIRYMAID" . . . . . 1.35 per lb.

"PASTRY" . . . . . 1.15 per lb.

## THE DAIRY FARM, ICE &amp; COLD STORAGE CO. LTD.

Hongkong has declined to eight cents per picul, nominal; Saigon to Singapore, 23 cents; Saigon to Java, 45 cents; while Java to Hongkong is 20 cents. Hongkong to Hongkong, \$3 a ton is ruling. Coal freights from Japan are weak. Quotations—from Moji to Singapore, Ten 7.40 a ton and to Hongkong from \$3.75 to \$4.

## Cheap Ships.

Discussing the depressed state of shipping at the present time, *Fairplay* on May 19, says that with working costs as they are today, it seems impossible that such a price as \$415.0 a ton deadweight, which was taken by a contractor building a 7,500 ton steamer in 1906, will ever be quoted in future, when a steamer of the same type and size now costs \$21. a ton. To show how the prices of practically new second-hand tonnage have fallen during the last few months the figures at which ex-German ships changed hands at Lord Inchcape's sales are given. The *Naime*, of 8,500 tons deadweight, built in 1907, sold at £3 a ton; the *Alster*, of 6,200 tons, built in 1906, at £115.2; the *Wolfsburg*, of 10,017 tons deadweight, built in 1915, and the *Frost*, of 9,300 tons deadweight, built in 1916, at £5 a ton, while the steamer *Schwarzenfels*, of 12,300 tons, fitted with quadruple engines and built in 1915, realised only £5 a ton, against nearly £18 paid for a sister ship nine months ago. The price obtained for the last-mentioned steamer, would allow for depreciation, represent a first cost of about £7.3.0 a ton, and it is safe to say (says *Fairplay*) that never in the history of shipping has a vessel of such size and type been built or sold at such a farcical figure. The position, however, of the freight market and the immediate outlook for shipowners do not justify a higher price being paid for the vessels may have to lay up on delivery, and there is no telling when times will improve sufficiently to justify their being employed again.

## Stowaways.

On board the Golden State, which arrived from Manila this morning, are five English stowaways, who secreted themselves aboard the ship when the vessel was at Shanghai. They are being taken back to that port.

## Sailor Disappears.

The Siam Maru, which arrived yesterday from Shanghai, reports a Japanese sailor apprentice disappeared between 1.15 p.m. and 3.30 p.m. on the 29th and has not been seen since. It is believed that he fell overboard.

## CONVERTED PIANO-PLAYERS.

A London firm has recently perfected a system of building player mechanism into any ordinary piano of reputable manufacture. Instruments converted on the Apollo system are altered very slightly in bulk and appearance, and play the standard full-scale rolls. They are controlled and managed in exactly the same way as all player pianos, while the keyboard is unaffected for hand playing. The cost of converting a piano is about one-third that of a complete player instrument. The Apollo Piano Company have established works at Acton to deal with the prospective demand.

BRITAIN'S ECONOMIC  
POSITION.

## Co-operation The Remedy.

Britain found herself at the close of the war in what might have been considered a truly enviable position. She had spent a considerable portion of her money raised for the purposes of war on the building of factories. The world was bare of the things that it wanted, owing to the fact that those who should have been making them were either engaged in destruction or in creating unproductive munitions. When the Armistice came Britain, equipped with all these factories, with vast numbers of demobilised men, not only from munitions but from the fighting line, might have set to work to take advantage of her opportunity. The price of food tended downwards. Reasonable effort would have enabled us to take advantage of our position. Instead of making efforts we had strike after strike. The opportunity was lost. Our people became more and more unemployed. Our shipyards are idle. Our ships are laid up. Belgium and Germany are sending in the iron that we need, and that we should have produced. The Americans are securing the coal markets which had been ours for so long. Surely the lesson should be learnt that strikes are fatal not only to capital, but also to employment. The coal strike cannot last for ever. Whatever happens, can the miners have anything that they could not have obtained by negotiation, and the cost, not only to their employers and to the public, including workers in almost every other industry—but also to themselves is beyond computation.

We must profit by this dearly-bought lesson. It is no use crying over spilt milk. All we can do is to resolve that we will take to heart what we have been taught. It may be that with labour coming into power it will claim to take a larger share of the fruits of industry. But it is clear that any movement in that direction must be slow and gradual. Heavy taxation, which some of the labour leaders desire to maintain, and even to increase, certainly falls in the first instance on capital. But it eventually passes on to the rest of the community, just as the evil results of strikes eventually injure the position of the worker and consumer. It is just as certain, though perhaps less obvious, that undue taxation maintains the vicious circle. It tends to keep us out of the international markets, with the necessary consequence that unemployment increases, and the consumer finds that the purchasing power of his money is largely decreased. In point of fact it must never be forgotten that the real struggle is not, or should not be, between employer and employee. It is, and must be, between British industry as a whole, that is to say, between employers and employees in all trades, on the one hand, and our various competitors overseas. The nation that can place the best goods of their kind most cheaply at the doors of our potential buyers is the nation that will attain and maintain industrial supremacy. Co-operation between capital and labour is the only road to salvation.—*Journal of Commerce*.

FOR ONE WEEK ONLY  
SHOWING  
GREAT OUTLETTING SALE

Everything MARKED REDUCTION  
TO-DAY'S COST

	Usual Price	7-10 Sale Price	11-15 Sale Price
SHIRTS	\$1.00	\$0.75	\$0.50
PIJAMAS	\$2.00	\$1.50	\$1.00
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HANDKERCHIEFS	\$1.00	\$0.75	\$0.50
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## FRENCH LESSONS

O. ROUSSON.

15, Morrison Hill Road.



# CAMERA NEWS



This is a picture of Mary Pickford in the wedding dress she wore when she became Mrs. Douglas Fairbanks. On June 27, at Reno it was decided that the divorce suit by Mary Pickford against Owen Moore will stand, as the result of the District Judge quashing a summons concerning same.



MISS MARIAN ZINDERSTEIN AND ICHIYA KUMAGAE.

Ichiya Kumagae, famous Japanese tennis player and Miss Marian Zinderstein, one of America's foremost players. Both indicated by their playing that they will take leading parts in the major tournaments to be conducted this summer.



WHAT NEXT?

California celebrated its first annual hosiery exhibition on May Day. The show was held for ladies only.



A SCENE IN TOKYO.

One of the odd sights that amuse and astonish visitors in Japan is the groups of little girls hardly more than babies themselves who are seen on the streets carrying infants strapped to their backs.



Dick Landon jumper, and Miss Alice Lord, swimmer, went to Antwerp last summer as members of the American Olympic games team. They were married a few days ago.

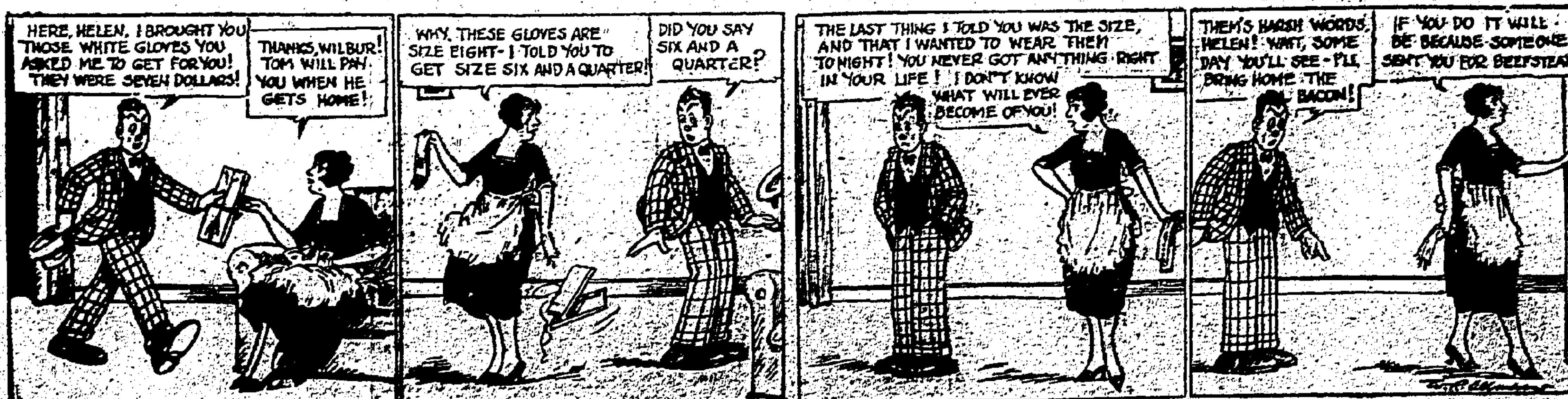


Miss Annette Kellerman, famous swimmer and diver playing cards under water with her former Australian teacher and trainer.

DOINGS OF THE DUFFS

Wilbur Is Willing but Usually Wrong

BY ALLMAN.





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BORDEAUX	LIVERPOOL	SOUTHAMPTON
BREMEN	LONDON	SHANGHAI
BRUSSELS	LUCERNE	STOCKHOLM
BUENOS AIRES	MANCHESTER	TIENSIN
CAIRO	MANILA	TORONTO
CHRISTIANIA	MARSEILLES	VALPARAISO
COBLENZ	MONTVIDEO	WINNIPEG
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C. H. BENSON,  
MANAGER,  
Hongkong.

## FAMINE IN KUEICHOW

## Terrible Suffering.

A Kueiyang message says:—Heartrending reports are coming from the different places as to the famine conditions. We are told that many of the people have existed on grass, roots and other such things since new year, and some now look little like human beings. Those working in that part say it is next to impossible to describe the suffering of these poor folk. Through lack of nourishment their strength is slowly sapped away, and they are unable to work. In sheer desperation they have consumed their seed corn, and now they do not know what to do. The lady missionaries in connection with the China Inland Mission have taken some 59 destitute children into their compound and are providing them with the necessities of life.

When they came they were naked, sick, and in extremity. Fourteen of the children have died from exhaustion, dysentery, and croup. Near their compound there is a plot of land that would make an excellent site for an orphanage, but the owners asked an outrageous price for it, and when the ladies actually offered them the price they asked they refused to sell. Such is the extent of the sympathy of the residents at Tating.

The central famine relief committee at Kueiyang is doing something in the way of giving food to those who are starving; selling rice to those who are able to purchase at reduced rates; and providing seed corn for those whose young corn was destroyed by the hail. Outside help is coming in but the situation is so serious that the missionaries and others are doing what they can to secure a part of the next Customs Surtax loan for relief work in Kueichow.

## PORT INTELLIGENCE.

The following shipping and mail intelligence has been corrected to noon to-day.

## Vessels Arrived.

Vessel	Agents	From	Mooring
Durwest	Tai Thuan S. S. Co.	Saigon	B 50
Chenau	R. & S.	Shanghai & Swatow	B 11
Tai Koo Wan Yi	J. M. & Co.	Tientsin	Quai Bay
Loe Sang	R. V. Fleet	Shanghai & Swatow	C 48
Camp Shing	P. M. S. S. Co.	Tientsin & W. H. Wei	C 37
Golden State	T. K. K.	Shanghai & Manila	A 1
Shing M.	O. S. K.	San Francisco & Shanghai	A 3
Siam M.	Nimura & Co.	Yokohama & Shanghai	C 33
Tsui M.	Nimura & Co.	Shanghai & Keelung	West Point
Kam Ying Fat	Globe Nav. Co.	Bombay & Singapore	C 43
Kwang Lee	C. M. S. N. Co.	Hankow	City Wharf
		Shanghai & Swatow	

## Clearances.

Vessel	Agents	Where Bound	Departure
Rusho M.	O. S. K.	Singapore & Saigon	July 1st
Arctura	Struthers & Dixon	New York via Manila	"
Yannis	J. M. & Co.	Sandakan	"
Poo Lee	J. M. & Co.	Kwong Chau Wan	"
Kwang Lee	C. M. S. N. Co.	Canton	"
Hsiao Hing	Douglas S. S. Co.	Foochow Swatow	"
Hsu M.	Dodwell & Co.	Chin Wan Tao	July 2nd

## Impending Departures.

(Compiled from our Shipping Advertisements.)

Vessel	Agents	Destination	Sailing Date
Kura M.	T. K. K.	San Francisco	1st July
Hsiao Hing	D. L. Co.	Sandakan	1st
Yannis	J. M. & Co.	Kobe	1st
Loe Sang	J. M. & Co.	Manila	2nd
Chenau	R. & S.	Tientsin	2nd
Calcutta M.	N. Y. K.	Bombay	2nd
Chillar	J. C. J. L.	Java	3rd
Hsiao Hing	N. Y. K.	Swatow	4th
Chenau	N. Y. K.	Java	4th
Glengyle	J. M. & Co.	London	5th
Szechuen	R. & S.	Peking	5th
Hsiao Hing	D. L. Co.	Peking	5th
Densation	R. & S.	Shanghai	5th
Takung	J. M. & Co.	Hankow	5th
Kanwai	P. & O.	Kobe	5th
Chingping	J. M. & Co.	Tientsin	5th
Chengin	R. & S.	Hankow	5th
Kaifong	R. & S.	Hankow	5th
Kwong Sang	J. M. & Co.	Hankow	5th
Foonhing	J. M. & Co.	Hankow	5th
West Hsiao Hing	R. & S.	Manila	6th
Tyandun	R. & S.	Vancouver	6th
Tsuyama M.	N. Y. K.	Manila	6th
Liman	R. & S.	Hankow	6th
Tungshing	J. M. & Co.	Swatow	7th
West Hsiao Hing	R. & S.	San Francisco	7th
Tsui M.	N. Y. K.	Peking	7th
Hsiao Hing	N. Y. K.	Manila	7th
Mishima M.	N. Y. K.	Japan	7th
Noshow	R. & S.	Shanghai	7th
Takung M.	N. Y. K.	New York	7th
G. A. P.	P. & O.	Kobe	7th
K. M. M.	N. Y. K.	London	8th
Tyandun	J. C. J. L.	Java	8th
Hsiao Hing	D. L. Co.	Foochow	8th
Dilwara	P. & O.	Bombay	9th
Yingchow	J. M. & Co.	Tientsin	9th
Namang	R. & S.	Calcutta	10th
Robert Dollar	R. & S.	Liverpool	10th
City of Brisbane	R. & S.	Hankow	10th
Kalyan	P. & O.	Japan	10th

## Impending Arrivals.

(Supplied by our Advertisers.)

Vessel	Agents	From	Due Hongkong
Halatze	A. & O. Line	New York	8th July
Yesshi M.	N. Y. K.	London	3rd
Namur	J. C. J. L.	China	4th
Tyandun	N. Y. K.	London	6th
Kashima M.	N. Y. K.	Kobe	6th
Glengyle	J. M. & Co.	Europe	6th
K. M. M.	N. Y. K.	Yokohama	7th
K. M. M.	N. Y. K.	Kobe	7th
K. M. M.	N. Y. K.	Bizness	10th
K. M. M.	N. Y. K.	Suez	11th
K. M. M.	N. Y. K.	Australia	12th
K. M. M.	N. Y. K.	Europe	12th
K. M. M.	N. Y. K.	Vancouver	14th
K. M. M.	N. Y. K.	Shanghai	15th
K. M. M.	N. Y. K.	Java	15th
K. M. M.	N. Y. K.	Suez	21st
K. M. M.	N. Y. K.	New York	End of

## Consignees Diary.

(Compiled from our Advertisers.)

Vessel	Agents	Goods Stored	Free Storage Expires	Claims to be Examined
Glenay	J. M. & Co.	Kowloon	July 2	July 2
Arabia M.	O. S. K.	Kowloon	July 9	Wed. & Sat.
Shing M.	T. K. K.	Kowloon	July 7	July 7

## POST OFFICE NOTICES.

## GENERAL HOLIDAY.

The General Post Office will be open on Friday, the 1st July, from 8 a.m. to 9 a.m. only. There will be no delivery and no collection of ordinary correspondence on that day. The Money Order Office will be entirely closed. The District Office will be open from 8 a.m. to 9 a.m. with the exception of Kowloon Office which will be open from 8 a.m. to 9 a.m. only and Sheungwan Office which will be open from 8 a.m. to 9 a.m. and from 5 p.m. to 8 p.m. There will be no delivery from District Offices on that day.

Telegraphic Communication with Gap Rock Lighthouse is restored.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

## INWARD MAILS.

From	Per	Due
Shanghai	Cheong	2nd July
Yokohama & Swatow	Yokohama M.	2nd
Japan, Shanghai & Manila	Kashima M.	6th
Swatow	Mishima M.	6th

## OUTWARD MAILS.

For	Per	Date
Java & Port Moresby via Batavia	Chillar	Satur. 2 inst. 10 a.m.
Philippine Islands	Wing Sang	Satur. 2 inst. 7 p.m.
Swatow, Bangkok, Calcutta, & Aden	Lake Fielding	Satur. 2 inst. 7 p.m.
Shanghai & N. China	Chenau	Satur. 2 inst. 7 p.m.
Swatow, Amoy & Keelung	Amakura M.	Sun. 3 inst. 9 a.m.
Shanghai & N. China	Ching M.	Sun. 3 inst. 9 a.m.
Swatow, Shanghai & N. China	Hsiao Hing	Mon. 4 inst. 11 a.m.
Hsiao Hing & Hsiao Hing	Takung	Mon. 4 inst. 5 p.m.
Tientsin	Chingping	Mon. 4 inst. 5 p.m.
Hsiao Hing, Pakhoi & Hsiao Hing	Kaifong	Tues. 5 inst. 8 a.m.
Shanghai & N. China	Kwong Sang	Tues. 5 inst. 8 a.m.
Swatow & Bangkok	Ching M.	Tues. 5 inst. 8 a.m.
Swatow & Bangkok	Kaifong	Tues. 5 inst. 8 a.m.
Swatow, Amoy & Fookchow	Hsiao Hing	Tues. 5 inst. 11 a.m.
Shanghai & N. China	Szechuen	Tues. 5 inst. 3 p.m.
Swatow, "Strait" & Bangkok	Chang Chow	Wednes. 6 inst. 9 a.m.
Swatow, "Shanghai" & North China	Ching M.	Wednes. 6 inst. 11 a.m.
Swatow & "Bangkok"	Lima	Wednes. 6 inst. 3 p.m.
Swatow, Amoy & Fookchow	Hsiao Hing	Fri. 8 inst. noon.

\*Correspondence bearing vessel's name only.

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Authorized Capital, \$50,000,000.00  
Paid up Capital, 12,279,890.00  
Reserve Funds, 8,507,678.00

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No. 2 Queen's Road Central, Hongkong.

Established 1910.

CAPITAL: \$2,000,000.00  
PAID UP: \$1,000,000.00

## DIRECTORS:—

Mr. Fong Wai Tung, Chairman.

Mr. C. H. Shaw, Mr. K. Y. Yip, Mr. K. Y. Yip, Mr. K. Y. Yip.

Mr. K. Y. Yip, Mr. K. Y. Yip, Mr. K. Y. Yip, Mr. K. Y. Yip.

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## HONGKONG AND SHANGHAI BANKING CORPORATION.

HEAD OFFICE: HONGKONG.  
Paid-up Capital: \$1,000,000  
Reserve Funds: \$1,489,000

BRANCHES: CANTON, CHANGSHA, HANKOW, PEKING, MANILA, SINGAPORE, TIENSIN.

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E. Asia	July 21	Aug. 8	E. Britain	Aug. 13	Aug. 19
E. Russia	Aug. 19	Sept. 5	E. Britain	Sept. 10	Sept. 16
Monteagle	Sept. 23	Oct. 10	E. Britain	Sept. 23	Oct. 21
E. Asia	Sept. 23	Oct. 10	E. Britain	Oct. 13	Oct. 25
E. Japan	Sept. 23	Oct. 10	E. Britain	Oct. 13	Oct. 25
E. Russia	Oct. 13	Oct. 31	E. Britain	Nov. 11	Nov. 20
Monteagle	Oct. 25	Nov. 11	E. Britain	Nov. 20	Dec. 4

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"THE PATHWAY OF THE SUN."

STEAMER	DATE	LEAVE HONGKONG	STEAMER	DATE	LEAVE HONGKONG
NORON M.	20.09	July 1	TAIYO M.	22.00	Aug. 12
SHINYO M.	22.00	July 16	SIBERIA M.	20.00	Aug. 27
PERIA M.	0.00	July 30	TENYO M.	22.00	Sept. 9

Calling at Dairen. \* Onitting Shanghai.

## SOUTH AMERICAN LINE.

## HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALIN, CRUZ, BALBOA, CALLAO, MULLENDO, AERICA & IQUIQUE.

THENCE BY TRANS-ANDAN ROUTE TO BUENOS AYRES.

STEAMER	DATE	LEAVE HONGKONG
CHYO MARU	July 19th	Cargo only.
GINYO MARU	16.50	Aug. 15th.

For full particulars apply to Y. ISUTSUMI, Manager.

King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton. Messrs. T. E. GRIFFITH, LTD.

## STRUTHERS &amp; DIXON, INC.

## GREEN STAR LINE

Operating Far Eastern service. Agents of the

## UNITED STATES SHIPPING BOARD.

## TO MANILA.

"WEST HENSHAW" 6th July.

TO LOS ANGELES & SAN FRANCISCO (via HONOLULU).

"WEST ISLIP" 7th July.

TO VANCOUVER & SEATTLE (via MANILA).

"WEST ISON" 20th Aug.

Also, cargo accepted for transshipment at San Francisco and Seattle to weekly sailings for

NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK & BOSTON.

For up date list of routes, rates and times

consult Common Points.

HONGKONG OFFICE: 11 Des Voeux Bldg, 11 Des Voeux Bldg, Tel. 101.

## PACIFIC SHIPPING.



## DOLLAR LINE



## SAILINGS FROM HONGKONG

## FOR NEW YORK &amp; BOSTON.

STEAMERS. SAILING DATE.

"ROBERT DOLLAR" VIA SUEZ JULY 10TH.

Through Bills of Lading issued to all Over Land Common Points in the United States and Canada.

For Particulars and Rates apply to—

## THE ROBERT DOLLAR CO.

GENERAL POST OFFICE BUILDING

TEL. 792.

THIRD FLOOR



Operating following U.S. Shipping Board Steamers.

## PASSENGER &amp; FREIGHT SERVICE.

For VICTORIA, B.C. & SEATTLE.

Calling Shanghai, Kobe and Yokohama.

S.S.	From Hongkong	Arrive Seattle
Wheatland Montana	July 20.	
Silver State	Aug. 13	Sept. 2.
Crosskeys	Aug. 15.	
Keystone State	Sept. 2.	Sept. 22.
Wenatchee	Oct. 2.	Oct. 22.

## FOR PORTLAND DIRECT.

Calling Shanghai, Kobe & Yokohama.

S.S. Coast Through Bills of Lading issued to Overland common points Passengers and Freight Particulars.

## THE ADMIRAL LINE

Telephones 2477 & 2478. 5th Floor Hotel Mansion.



## PACIFIC STEAMSHIP CO.

## REGULAR SERVICE

TO SAIGON—SINGAPORE—BATAVIA

and other JAVA PORTS.

PASSENGERS & FREIGHT.

FOR SINGAPORE DIRECT.

"CADARETTA" Sailing Aug. 3.

## FREIGHT ONLY.

FOR SAIGON-SINGAPORE-JAVA PORTS.

"LAKE ONAWA" Sailing Aug. 3.

OPERATED FOR ACCOUNT OF U.S. BOARD.

## OFFICES

5th Floor Hotel Mansion. PASSENGER OFFICE.

Tel. 2477 & 2478.

Queen's Bldg. 2, Lee House St.

## SERVICE TO UNITED STATES.

FOR NEW YORK and BOSTON.

S.S. BELLFLOWER July 15th.

For freight space and particulars apply to—

## BARBER STEAMSHIP LINE INC.,

## THE ADMIRAL LINE,

AGENTS.

Telephones 2477 & 2478. 5th floor, Hotel Mansion.

## KONINKLYK PAKETVAART MAATSCHAPPIJ.

(Royal Packet Navigation Co. of Batavia)

## THE STEAMSHIP

## "VAN CLOON"

will be despatched to

Singapore, Belawan-Deli direct.

This vessel offers excellent accommodation for sale and passengers.

Single and double cabins.

Wireless Telegraphy.

For freight and passage apply to—

## JAVA-CHINA-JAPAN LYN,

Telephone No. 1574.

Agents.

## PACIFIC SHIPPING.

## NEW YORK DIRECT.

Joint service of the

## "BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & Calcutta Mutual S. S. Co., Ltd.)

## AND AMERICAN &amp; MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

## FOR BOSTON &amp; NEW YORK.

Sailings from Hongkong.

"DEUCALION" via Suez Canal 3rd July.

"CITY OF NORWICH" via Suez Canal 15th July.

Calls at Boston.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.

HONGKONG & CANTON

REISS & CO. CANTON

## VERNEEIGDE NEDERLANDSCHE SCHEEPVAART

## MAATSCHAPPIJ.

(United Netherlands Navigation Company)

## HOLLAND-OOST AZIE LIJN

(Holland East Asia Line)

(Members of the Straits, China and Japan Conferences.)

Regular monthly service between

Japan ports, Shanghai, Hongkong and Manila

and

Amsterdam, Rotterdam, and Hamburg, Bremen

Steamers	Loading	For	Sailing
BRIELLE	July	Rotterdam & Hamburg	20th July.
RADJA	August	Amsterdam & Hamburg	15th Aug.
TJIMANDEK	September	Rotterdam & Hamburg	15th Sept.
ALDERAMIN	October	Amsterdam & Hamburg	15th Oct.

For full particulars please apply to

## JAVA CHINA JAPAN LYN

General Agents,

York Building.

## UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here—

Fannie Saver, from Tokio.

Register Address 1935, from Tientsin.

Kwanglong Wenyekai (2), from Shanghai.

Register Address 622, from Shanghai.

Wangchong, from Kobe.

Suenchonghai, from Shanghai.

Kwongsangchong, from Tsing-tai.

Dailoy, from Shanghai.

Leongwonhow 11 Hinghorn Road, from Shanghai.

Kwansanglong Chungkwokkai Central, from Shanghai.

Sawkaheng 82-Desvoeux, from Amoy.

0063, 0877, 0046, 8714, from Shanghai.

Lingcheung, No. 3 Cain Road, from Shanghai.

TH. KRING.

Superintendent.

Hongkong, June 30, 1921.

## EASTERN EXTENSION AUSTRAL-ASTA &amp; CHINA TELEGRAPH CO.

Bosenhart, Care American Consul, from Baltimore.

Serbava Breward, from Paris.

Fred Kwong Care Hoplooon Dock, from Baidoaid.

Loton from Shanghai.

Martell, from Saigon.

Port Trust, from Basra.

Salehouse, from London.

Mrs. Zurmuhlen, Hongkong Hotel, from Semarang.

M. E. F. AISEY.

Superintendent.

Hongkong, June 30, 1921.

## IN THE COMMONS.

## Minister's Replies.

In the House of Commons Captain Wedgwood Benn asked the Chief Secretary for Ireland whether Mr Erskine Childers had been arrested, and if so, what grounds.

Mr Henry, who replied, said that Mr Erskine Childers' house was visited on the afternoon of 9th May and a large number of documents found therein. Mr. Childers was detained pending examination of those documents, but he was allowed to return home the same afternoon.

## CHAIRMAN OF LIQUOR CONTROL BOARD.

Mr. Lloyd George informed Sir John Butcher that it had been decided that the Liquor Control Board should be placed under the control of the Parliamentary Under-Secretary of the Home Office.

Mr. W. Thorne—Will he be chairman of the Board?

Mr. Lloyd George—Yes. TREASURY COMMISSIONS TO MEMBERS.

Colonel Croft asked the Prime Minister whether changes with regard to Income-tax relief and travelling expenses of M.P.s could be postponed until the House had had an opportunity of discussing this question in all its bearings.

Mr. Austen Chamberlain, who replied, said that to postpone the operation of the allowance for travelling expenses would cause great inconvenience to members, but he would postpone action in regard to exemption from Income-tax until he had pronounced upon the matter.

Mr. Chamberlain, replying to Mr. Lindsay, said the printers had promised to deliver to the Vote Office this afternoon 500 books, each containing 12 railway ticket vouchers, for issue to members. Members would be entitled to a refund in respect of journeys taken since Monday last, and an allowance would be made in respect of season tickets from April 1st.

## MURDERS OF PROTESTANT FARMERS.

Mr. Henry, answering Mr. Pennefather, said he was aware there had recently been a number of murders of Protestant farmers in the south of Ireland. The circumstances of these crimes were still under investigation. The Government were doing everything in their power to suppress outrages and to protect the lives and properties of all persons irrespective of their religion.

Mr. Hilton Young, replying to Mr. John, said that the Chancellor did not think that a moratorium to tide people over the present period of acute depression was either practicable or desirable.

## VISIT BY JAPANESE CROWN PRINCE.

While questions were in progress, the Japanese Crown Prince, accompanied by the Japanese Ambassador and members of his suite took his seat in the distinguished Strangers Gallery and remained an interested listener to the proceedings for some little time.

## THE HONGKONG &amp; WHAMPOA DOCK CO., LTD.

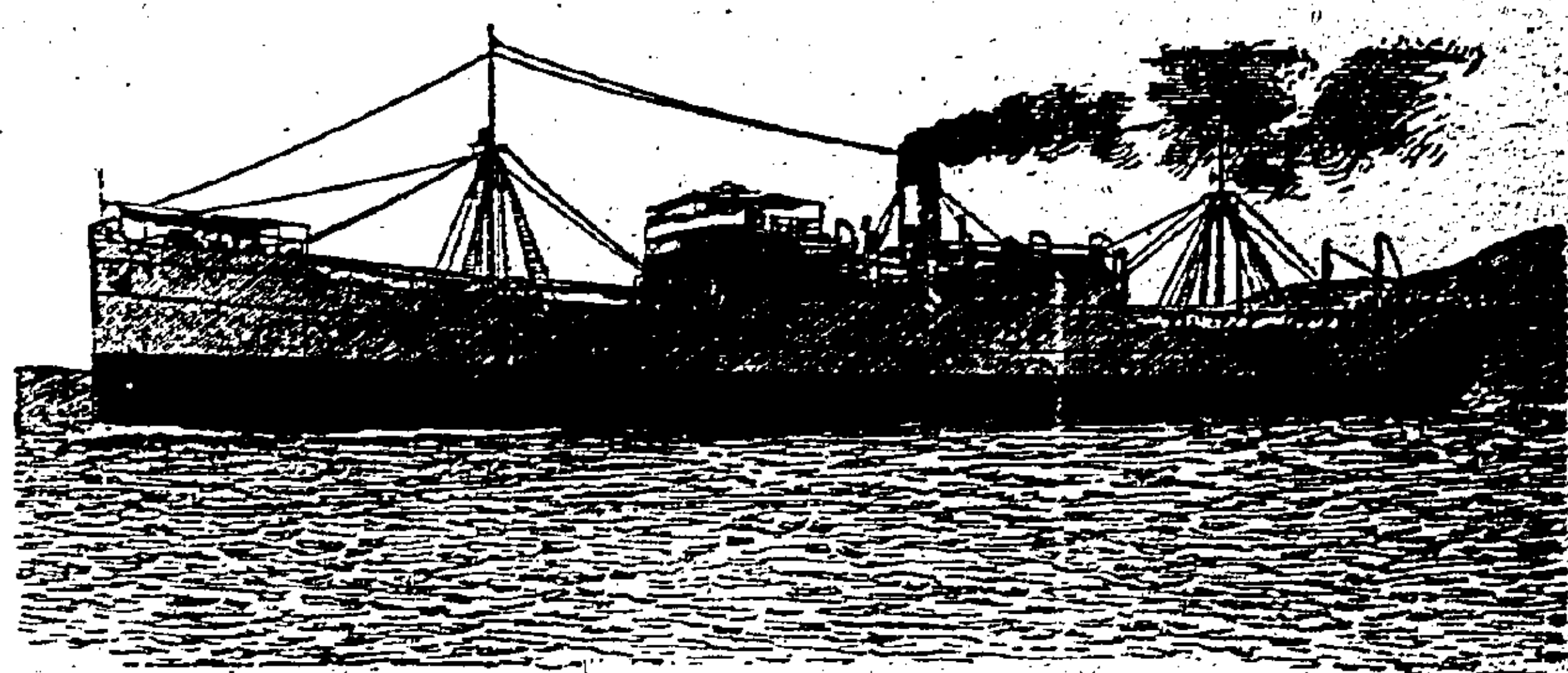
TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1: A.B.C. Fifth Edition Engineering, First and Second Edition:

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S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.: 5,195 ton gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,

to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DYER, B.S., M.I.N.A., KOWLOON DOCK HONGKONG

## CHINA MAIL S.S. CO., LTD.

INCORPORATED IN U.S.A.

FAST FREIGHT AND PASSENGER STEAMERS

"NANKING" "NILE" "CHINA"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

HONGKONG TO SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu.

S.S. NILE S.S. CHINA S.S. NANKING

July 15th Aug. 9th Sept. 9th

HONGKONG TO MANILA.

S.S. NANKING 30th August.

HONGKONG TO SINGAPORE.

S.S. CHINA S.S. NILE

July 22nd 8th. 16th.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada

also

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

C. T. SURRIDGE, Freight & Passenger Agents.

Frederick's Building, 101, Ho-a-Si-Kee.

Telephone, Passenger Dept. No. 1934.

Freight & Passenger Agents.

101, Ho-a-Si-Kee.

Telephone, Freight Dept. & Agents

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Shipping to Europe, Australia, and other Ports.

# P. & O. - BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)

TRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

## PENINSULAR &amp; ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
DILWARA	5,400	9th July	S'pore, Colombo & B'way.
SYRIA	7,000	23rd July	M'lee, London & Antwerp.
KALYAN	9,000	6th Aug.	M'lee, London & Antwerp.
MANELA	7,200	19th Aug.	M'lee, London & Antwerp.
KASHMIR	9,000	2nd Sept.	M'lee, London & Antwerp.

## BRITISH INDIA-APCAR SAILINGS (South)

TORRILLA	5,200	13th July	Calcutta via Singapore, Penang & Rangoon.
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## EASTERN &amp; AUSTRALIAN SAILINGS (South)

KANOWNA	7,000	25th July	Melbourne via Sandakan, Thursday Island, Townsville, Brisbane and Sydney.
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## SAILINGS TO SHANGHAI &amp; JAPAN.

KANOWNA	7,000	5th July	Yokohama & Kobe.
G. APCAR	4,700	7th July	Shanghai & Kobe.
KALYAN	9,000	10th July	Shanghai & Japan.

All dates are approximate and subject to alteration without notice.  
WIRELESS ON ALL STEAMERS.

Parcels Messing not more than 5 ft. X 1 ft. X 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to  
**MACRINNON, MACKENZIE & CO.**  
22, Des Voeux Road Central. Agents.

## N. Y. K.

### NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA or VANCOUVER via Manila, Keelung, Shanghai and Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU (Omitting Manila) Tuesday, 12th July, at 11 a.m.

SUYAMA MARU ..... Friday, 29th July, at 11 a.m.

FUSHIMI MARU (Omitting Manila) Tuesday, 23rd Aug. at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said & Marseilles.

KAGA MARU ..... Friday, 9th July, at 11 a.m.

YOKOHAMA MARU ..... Saturday, 31st July, at 11 a.m.

HAMBURG, MARSEILLES, LONDON & ROTTERDAM.

LIVERPOOL & MARSEILLES via Suez.

ISUYAMA MARU ..... Wednesday, 6th July.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU ..... Tuesday, 19th July, at 11 a.m.

AKI MARU ..... Tuesday, 16th Aug., at 11 a.m.

NEW YORK VIA SUEZ.

TAKETOYO MARU ..... Thursday, 7th July.

SOUTH AMERICAN PORTS via Cape.

KANAGAWA MARU ..... Friday, 16th September.

BOMBAY & COLOMBO via Singapore.

CALCUTTA MARU ..... Saturday, 2nd July.

TOTOMI MARU ..... Thursday, 7th July.

CALCUTTA & RANGOON via Singapore & Penang.

MURORAN MARU ..... Monday, 11th July.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU ..... Sunday, 17th July, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

YEDOSHI MARU ..... Sunday, 3rd July.

MISHIMA MARU ..... Thursday, 7th July, at 11 a.m.

TANBA MARU ..... Tuesday, 12th July.

For further information apply to— **NIPPON YUSEN KAISHA.**

Telephone Nos. 292 &amp; 293. S. YASUDA, Manager.

## JAVA-CHINA-JAPAN LIJN.



Regular Fortnightly Service between  
**JAVA, CHINA and JAPAN.**

Steamer	From	Expected on or about	Will leave on or about	For
Childar	Java	in port	2nd July	Java
Tjibodas	China Ports	2nd July	8th July	Belawan-Deli/Java
Tjiluwong	Java	12th July	17th July	China Ports
Tjisalak	Shanghai	14th July	18th July	Java
Tjileboet	Java	15th July	21st July	Japan

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

## ALSO OPERATING

### JAVA PACIFIC LIJN.

NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
Tjisondari	Java	End of June	1st San Francisco	

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

**Java-China-Japan Lijn.**

Telephone No. 1574. York Buildings.

Shipping to Europe, Australia, and other Ports.

# DODWELL & CO., LTD.

Regular Sailings to  
**NEW YORK and/or BOSTON.**

Via Suez or Panama Canals at Owner's Option.

## LLOYD TRIESTINO.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

For **BRINDISI, VENICE & TRIESTE.**

Via Singapore, Penang and Colombo.

S.S. "CILICIA" Sailing on or about 10th August.

† Cargo only.

Passengers' Luggage can be insured at the office of the Agents.

## NATAL LINE OF STEAMERS.

Regular Passenger and Cargo Service to

From Colombo for South African Ports.

S.S. "UMBUZI" Sailing about 3th July.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

**DODWELL & CO., LTD.**

Telephone 1930 Agents.

## AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.  
SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
CHANGSHA	11th July	14th July

This steamer is fitted with Refrigerating machinery, ensuring plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

**Butterfield & Swire.**

Telephone No. 36. Agents.

## "ELLERMAN" LINE.

(ELLERMAN &amp; BUCKNALL STEAMSHIP CO. LTD.)

JAPAN, CHINA &amp; STRAITS

TO UNITED KINGDOM &amp; CONTINENT.

Steamer	Sailing
LONDON, GLASGOW, ROTTERDAM & HAMBURG	"City of Brisbane" 10th July

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

**THE BANK LINE, LTD.,**

or to REISS & Co. Canton General Agents.

# CLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA &amp; JAPAN Service.

## OUTWARDS.

Vessel	Due Hongkong.
M.V. "GLENLUCE"	6th July.
S.S. "GLENSHANE"	12th July.

## HOMEWARDS.

Vessel	Leaves Hongkong.	Discharges.
M.V. "GLENLUCE"	5th July.	GENOA, LONDON & HULL.
"GLENSHANE"	25th July.	LONDON, ROTTERDAM & HAMBURG.
"GLENVARY"	25th July.	GENOA, LONDON & HAMBURG.

Movements are subject to change without notice.

For freight or further particulars please apply to—

**JARDINE, MATHESON & CO., LTD.**

AGENTS: **THE GLEN LINE, LTD.**

Telephone No. 215, sub-ex. 23 and 3596.

## CHINA-AUSTRALIA MAIL S.S. LINE.

FOR AUSTRALIAN PORTS VIA MANILA &amp; SANDAKAN.

S.S. "VICTORIA" Sailing on 30th June.

For Freight and Passage apply to—

**THE CHINA & AUSTRALIA S.S. CO. LTD.**

Tel. 3277. 113, Cross Street Road Central.

COASTAL SHIPPING.

# INDO-CHINA STEAM NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
MANILA	Wingans	Sat. 2nd July at 3 p.m.
SHANGHAI via Swatow	Hangshang	Mon. 4th July at noon.
TIENSIN	Chipsiang	Tues. 5th July at 8 a.m.
HAIPHONG via Hoibow	Taksang	Tues. 5th July at 8 a.m.
SHANGHAI	Kwoosang	Tues. 5th July at 10 a.m.
BANGKOK via Swatow	Fooshing	Tues. 5th July at 10 a.m.
YHAI & Tien via S'pore	Yungshing	Wed. 6th July at noon.
STRAITS & Calcutta	Namsang	Sat. 9th July at 3 p.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; Return from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoibow when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENSIN LINE.—A regular service is run from March to Nov. between H'kong & Tiensin calling at Weihaiwei & Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

## CALCUTTA LINE.

S.S. "NAMSANG" will be despatched on or about Saturday, 9th July, at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

**JARDINE MATHESON & CO., LTD.**

General Managers.

Telephone No. 215.

## C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail.
SHANGHAI & TSINGTAO	Chenon	2nd July at 4 p.m.
H'HOW, PHOI & H'PHONG	Kaifong	5th July at 9 a.m.
SWATOW & BANGKOK	Chengtu	5th July at 10 a.m.
SHANGHAI & PUKOW	Szechuen	5th July at 4 p.m.
AMOI, M'LA, CEBU & TILO	Linan	6th July at 4 p.m.
SHANGHAI	Soochow	7th July at noon.
SHANGHAI & TSINGTAO	Yingchow	9th July at 4 p.m.
W'WEL, CHEFOO & T'SIN	Kueichow	11th July at 4 p.m.
SHANGHAI & PUKOW	Shanlung	12th July at noon.

SHANGHAI LINE.—PASSENGERS, MATLS AND CARGO. Excellent Saloon accommodation amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'tow.

For Freight or Passage apply to

**BUTTERFIELD & SWIRE**

Telephone No. 36. Agents.

# DOUGLAS STEAMSHIP CO., LTD.

HONGKONG &amp; SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Maiching	A. H. Stewart	F.S.L. 1st July at noon.
Maichong	W. Cooper	TUES. 5th July at noon.
Maichong	W. C. Parimore	F.R.L. 8th July at 1 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier).

For Freight and Passage, apply to

**Douglas Lapraik & Co.,**

General Managers.

# NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)

Regular freight and passenger service between

**JAPAN HONGKONG & JAVA.**

Sailings subject to alteration.

## FOR JAVA.

Ports of call—Batavia, Samarang, Sourabaya, Macassar and Balikpapan.

S.S. "Cheribon Maru" Sailing on or about 4th July.

## FOR JAPAN.

Ports of call—Moji, Kobe, Osaka and Yokohama.

S.S. "Samarang Maru" Sailing on or about 17th July.

All steamers have excellent passenger accommodations, and are fitted with Electric Light, Fans and Wireless Telegraph.

For further particulars please apply to—

**K. SUZUKI,**

Manager.

No. 5, Queen's Road Central.

SHIPPING NEWS.

**NET PROFIT OF 1920.**  
The report of the Nippon Yusen Kaisha (N.Y.K.) for the year ended 31st March 1921, shows a net profit of 12,616,000 yen, as compared with 9,547,500 yen for 1919. After deduction of depreciation, reserves, bonuses and taxes, net profit of 3,333,500 yen were left out of which 15 per cent dividend has been distributed. The Nippon Yusen Kaisha Co.'s report for 1920 shows that the net profit totalled 5,000,132 yen, as compared with 9,547,500 yen for 1919, a dividend of 20 per cent (80 per cent) being distributed.

## JAPANESE SAILORS IN LONDON.

About 300 petty officers and sailors belonging to the Katori and Kashima visited London on May 17th as the guests of the British Government. They did London as far as possible in motor cars and motor coaches, and visited most of the places of general interest, including the Houses of Parliament, Buckingham Palace, and the British Museum. Each man carried a miniature Union Jack or a national flag. It was noticed that in passing Buckingham Palace each saluted or doffed his cap. The men were interested to learn that it was there the King and Queen had entertained the heir to the Japanese throne. Other places visited were the Guildhall and Mansion House. The party was the first contingent to visit London.

## MARITIME LAW.

A conference of the Maritime Law Committee of the International Law Association was opened on May 17 at Gray's Inn Hall, the countries represented being England, Holland, and Belgium. Sir Henry Duke, who presided, said that it was satisfactory that the time should have come when the committee could resume action with a view to the removal of the causes of differences which affected the common well-being of the commercial classes of what one might call the international world. The subjects to be discussed would include the liability of shipowners for goods carried by sea and the governing of mortgages and liens. They would also deal with the risks accepted by shipowners. Sir Owen Phillips, President of the Chamber of Shipping of the United Kingdom, extended a welcome to the conference on behalf of that body and said he hoped that their deliberations would have good results for shipping, which was passing through a difficult period. A resolution, proposed by Sir Norman Hill, was adopted requesting the International Law Association to press upon the Government the necessity of taking action to give legal validity to the conventions drafted by representatives of the various Powers in 1913 and 1914 in relation to the limitation of the liability of shipowners in respect of collisions, loss, or damage of goods carried by sea, and in relation to laws governing mortgages and liens on shipping.

## SHIP'S ENGINEER IN TROUBLE.

At H.M. Police Court, Shanghai, before Mr. G. W. King, Magistrate, Robert Jones, an engineer on the "M. S. Dollar," was charged with being drunk and refusing to obey the lawful commands of the Master, and with acting in a manner liable to endanger the lives of the crew. According to the evidence of the ship's officers, defendant was drunk and refused to go to his cabin when ordered to do so. One of the witnesses said that Jones was "knocking around" with an axe, which was generally considered to be a dangerous pastime, and struck at the first door he came to, which happened to be the door of the cabin of the third engineer. Defendant's explanation was that he went to the cabin to get some "feilers" to carry on with a job, and as he could not get in he began to pry the door open. He admitted having had a drink or two. The chief engineer described defendant as a nuisance on board, and added that the other engineers had refused to go to sea with him. Defendant admitted that he had a quick temper, but he was exasperated by the junior engineers, who were "as much use as a log of wood." His Worship came to the conclusion that the only way out of the difficulty would be to get defendant off the ship. The court sentenced Jones to be detained in the lock-up for 14 days, and he was then dismissed, and he would be sent back to his ship on the next day. His Worship recommended that defendant be paid off.



## COMMERCIAL NEWS

## PAPER MILL.

According to the Shanghai Nippo (Japanese) Sino-Japanese capitalists will establish a paper mill in Nivn with a capital of \$5,000,000. It is reported that the Ministry of Agriculture and Commerce has given its approval. GENERAL TRADE AND FINANCE.

It would be impossible to overrate the importance of the manifesto which has been issued by 26 of the leading merchants and bankers of the City of London. Not for a century has such a widely signed appeal been issued by business interests. The manifesto begins by insisting upon the urgent need for economy. "The present rate of national expenditure threatens to cripple the country's resources, and to impair its credit abroad." The producer cannot give £30 out of every £100 of what he produces to the Government in direct taxation and get all his charges covered by the balance. As a result, our ability to compete abroad has been severely curtailed. Belgian steelmakers were offering to supply steel rails to a railway company at £10 per ton, against an English cost price of about £15. Any action by the Government which seeks to maintain the British price can do no good, but inflicts harm, to British trade. We have got to sell our goods at a price which the foreign buyer can pay.

## NETHERLANDS INDIA.

The head office of Customs in the Dutch East Indies, in a review of the import and export trade of the Archipelago, directs attention to the growing value of the former, which rose from fl. 45,400,000 in 1880 to fl. 638,060,000 in 1919, while that of the latter increased from fl. 138,000,000 to the huge sum of fl. 2,141,320,000—due, of course, to the accumulation of stocks during the latter years of the war, owing to the stagnation in the carrying trade. As showing the effects of this absence of shipping facilities it is pointed out that whereas the value of the exports in 1916 was fl. 854,000,000, in 1918 it had fallen to fl. 672,000,000. As analysis of the import trade shows that textiles and yarns rose from fl. 41,000,000 in 1880 to fl. 149,000,000 in 1919, as a result of the greater purchasing power of the population, while the industrial development of the Colony, including agriculture and plantations, is evidenced by the rise in the imports of iron and steel wares from 2.5 to 64.5, and of plant machinery and implements from 3.3 to 57.8. Rice, on the other hand, shows little increase, from 24 to 29 million florins. Foodstuffs and beverages, however, rose from 17.6 million florins to close on 63 million florins, and cigars, cigarettes, and tobacco from 4.2 million florins to 52.5 million florins in consequence of growing demands on the part of the native population, and the increased demand for paper, etc., from 1 to 11.4 million florins. Another interesting feature is the importance of the automobile, cycle, and tyre trade, the imports in which in 1919 reached a total of 23 million florins.

## WORLD-WIDE SPORT.

Birmingham Football Club have won the championship of the second division of the English League, beating Cardiff City on goal average. The Welsh team are doubtless well content to have gained promotion.

The American Golf Association has announced that Abe Mitchell and George Duncan have been paired against Jack Hutchison and "Chick" Evans, the American professional and amateur champions, for an exhibition game at Kansas City on September 8.

A sculling sweepstakes handicap has been arranged for a mile and a half course on the Tyne with a view to finding a northern rower to challenge any sculler in the country.

Acting-Sergeant Pape, 614 Maco Transport Company, Leith, won the light heavy-weight championship at the Army Boxing Championships, at Aldershot, held on the 3rd and 4th of May.

Mlle. Lenglen, the brilliant French lawn tennis champion of the world, denies the report that she is going to meet W. T. Tilden, the American. In an interview she said she would play against one of the calibre of Tilden and Gilbert in the cause of charity, and added that women-players, however good, could not compete against men of the same class owing to the latter's advantage in physical strength.

## "SAVED MY BABY'S LIFE."

## MOTHER'S STRONG TRIBUTE TO BABY'S OWN TABLETS.

"I believe Baby's Own Tablets saved my baby's life, and I would not be without them," writes Mrs. James Levere, of Spencer-ville, Ontario. Many other grateful mothers have given equally eloquent testimony as to the efficacy of this remarkable Canadian specific for children's aches and ills.

Baby's Own Tablets are an absolutely safe medicine for the little ones from infancy onward. They are guaranteed, under Government analyst's certificate, to be free from any opiate, narcotic or other injurious drug. Their field of curative efficacy includes infantile indigestion, constipation, colic, diarrhoea, feverishness, croup and colds. They make teething easy, expel worms, aid the appetite, promote restful sleep and regular development.

Of chemists, or post free at 60 cents the vial from Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

## PASSENGERS ARRIVED.

## Per s.s. SHINYO MARU—

Mr. J. W. Andrews, Mr. E. Annerley, Mr. J. O. Anderson, Mr. C. N. Ariza, Miss L. V. Born, Mr. J. Birch, Mr. L. A. Baste, Miss A. J. Barnes, Mr. M. W. Bruce, Miss C. Baste da Silva, Miss A. M. Baste, Mr. J. M. P. J. Campaignolle, Mr. Chang Chia Ngan, Mr. Chen Shun Chew, Mr. Chun Kee Ho, Mr. G. A. de Carvalho, Mr. J. A. P. Callaco, Misses B. R. & M. M. Callaco, Mr. Chun Chang Yuing, Mr. S. H. Edwards, Mr. I. Feister, Mr. Fok Chi Sam, Mr. & Mrs. Fung Kwong Un, Mr. R.A.W.P.L.K. Gresswell-Gate, Miss E. H. Groff, Mr. & Mrs. J. K. Hoffman, Mrs. M. E. Hallatt, Mr. & Mrs. C. W. Hulse, Mr. J. Hukamchand, Mrs. M. L. Hawley, Mr. J. Jolley, Mr. Kwam Wai Chow, Mr. Kwok Tam Wan, Mrs. Kwok Ng See, Mrs. Kwok Tip Tsui, Mr. King Chee Pag, Mr. J. Koizumi, Mr. D. Legarda, Mr. Li Gust Tung, Mr. Lee Tse Wen, Mr. Leung Ching So, Mr. R. Luther, Mr. C. J. McKnight, Mr. C. C. Morrow, Mr. Ng Sze Kwong, Miss Ng Qwin Rose, Mr. Nagehara, Mr. & Mrs. M. Nakamura, Mr. Pun Pak, Miss Parkeane, Hwang Miss A. Paula, Mr. C. Quarterman, Miss A. Rees, Miss A. M. C. de S. Ricci, Miss J. Sherwin, Mr. & Mrs. C. D. Silas, Master M. M. da Silva Simoes, Mr. E. Smith, Mr. M. Suzuki, Miss A. M. C. de S. Ricci, Mr. & Mrs. H. H. Taylor, Mr. K. Tsui, Mr. Uy Sing, Mr. F. Vorper, Mr. H. B. Waring, Mr. E. Watanabe, Mr. & Mrs. Wei Wing Lock, Mr. Wong Kin Wo.

## Per s.s. GOLDEN STATE—

Mrs. E. Boardman, Mr. P. B. Byrne, Mrs. V. Bernard, Mrs. C. Bernal, Mrs. F. Brimo, Mr. C. O. Bohannon, Mr. & Mrs. A. D. Boswell, Capt. & Mrs. S. V. Constant, Mr. & Mrs. R. E. Chambers, Mrs. L. M. Cook, Mr. G. L. Dunning, Mr. H. E. Eddie, Miss A. Evans, Mr. H. T. Edwards, Mr. Wm. Ezra, Mrs. A. Edmonds, Rev. & Mrs. R. F. Edwards, Miss Edwards, Mrs. E. Fields, Mr. J. P. Fish, Mr. J. H. Forbes, Mrs. R. Fisher, Mr. D. T. Fletcher, Mr. E. Farrell, Mr. S. J. Grace, Mr. W. J. Grimman, Mr. A. R. Hind, Mr. & Mrs. A. S. Hitchcock, Mrs. C. Hendry, Dr. & Mrs. J. C. Hoag, Miss G. Harlowe, Mr. & Mrs. E. W. Joy, Mr. E. Jones, Mr. L. Kemper, Miss M. Lopez, Mrs. S. B. Lynch, Mr. & Mrs. C. T. Lewis, Miss H. & B. Lewis, Mrs. A. J. Lewis, Mr. & Mrs. R. E. Miller, Mr. R. C. Morton, Mr. & Mrs. H. Miller, Mrs. Morehead, Mr. & Mrs. E. R. Morgan, Miss G. McKinnier, Mrs. A. McMahon, Mrs. O. Paterson, Mr. & Mrs. C. Rodreguez, Mr. J. E. Ritchie, Mr. & Mrs. C. H. Rowell, Misses C. W. & B. C. Rowell, Master J. Rowell, Miss M. S. Russell, Mrs. S. N. Schechter, Mr. & Mrs. A. C. Thompson, Masters A. & L. Thompson, Miss L. Thompson, Mr. K. T. Vassani, Mr. A. C. Weigel, Mr. & Mrs. A. C. Warner, Mrs. Whittenberg, Miss A. Whittenberg, Mr. & Mrs. J. H. Wilcox, Mr. C. B. Willey.

## EXCHANGE.

(Opening Rate—closing Rate on Page 7.)  
SELLING.

1/2 Demand	217
30 d/s	273 1/2
4 m/s	273 1/2
1/2 Shanghai	Nom.
1/2 Singapore	213
1/2 Japan	201 1/2
1/2 India	201 1/2
Demand, India	—
1/2 San Francisco & New York	49 1/2
1/2 Java	149 1/2
1/2 Marks	Nom.
1/2 France	600
Demand, Paris	—

## BUYING.

4 m/s. L/O	28 1/2
4 m/s. D/P	29 1/2
6 m/s. L/O	29 1/2
30 d/s. Sydney and Melbourne	210 1/2
30 d/s. San Francisco & New York	52 1/2
4 m/s. Marks	Nom.
4 m/s. France	650
6 m/s. France	680
Demand, Germany	49 1/2
Demand, New York	Nom.
1/2 Bombay	90 1/2
Demand, Bombay	Nom.
1/2 Calcutta	201 1/2
Demand, Calcutta	201 1/2
On Yokohama	101 1/2
Demand, Manila	105
Demand, Singapore	112
Demand, Batavia	149 1/2
On Haiphong	Nom.
On Saigon	—
On Bangkok	81
Sovereign	Nom. 7.50
Gold leaf per Tael	49.80
Bar Silver, ready	35 1/2
forward	35 1/2
Bank of England rates 6 1/2	—
New York/London	3.76 1/2

## SUBSIDIARY COINS.

H'kong 30 cts. pieces	par.
10 "	1 1/2 % dis.
Canton sub coins	15.6 % dis.
Hongkong June 30, 1921.	—

## WEATHER REPORT.

June 30d. 12h. 23m.—Warning to Hongkong, Coast Ports, &c.:—Continental depression in Lat. 26° N. and Long. 108° E. direction of motion unknown.

June 30d. 12h. 25m.—Pressure has decreased moderately from Kowloon to Haiphong and slightly at other reporting stations.

A somewhat deep depression is shown over S.W. China. Yesterday afternoon a deep depression was shown to the north-east of Formosa. Observations from the Loochoos and Japan are lacking this morning.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.81 inches. Total since January 1st, 56.09 inches, against an average of 39.00 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District	Forecast
1 Hongkong to Gap	S.W. winds, fresh; squally, rainy.
2 Formosa Channel	The same as No. 1.

3 South coast of China between H.K. & Loochoos. The same as No. 1.

4 South coast of China between H.K. & Hainan. The same as No. 1.

T. F. CLAXTON, Director.  
H.K. Observatory, June 30, 1921.

## "TIME SIGNALS."

The time ball on Kowloon Signal Hill is dropped daily at 10 a.m. and 4 p.m., except on Saturdays when it is dropped at 10 a.m. and 1 p.m., and on Sundays and Holidays when it is dropped at 10 a.m. only.

The ball is hoisted half mast at the 55th minute and full mast at the 57th minute. Should the ball fail to drop at the correct time, it will be lowered at five minutes past the hour and the ordinary routine repeated at the following hour, if possible.

Should the time ball be out of order the above routine will be carried out with the flag "Z", on the storm signal mast.

"Time signals are also given at night by means of three white lamps mounted vertically on the Observatory wireless mast. From 8h. 56m. 0s. to 9h. 0m. 0s. p.m. the lamps are extinguished momentarily at the even seconds, except at the 2nd, 28th, 50th, 52nd, and 54th of each minute.

The hours refer to Hongkong Standard Time (8 hours of east Greenwich).

## HOTELS.

## THE HONGKONG HOTEL CO., LTD.

OPERATING—  
HONGKONG HOTEL (Hongkong)  
REPULSE BAY HOTEL (Repulse Bay)  
PENINSULA HOTEL (Kowloon) (under construction)  
HONGKONG HOTEL GARAGE  
TOWN GARAGE & SHOW ROOMS RUSSELL STREET GARAGE (Peak Street)  
REPULSE BAY GARAGE  
PROPRIETORS:  
THE HONGKONG HOTEL CO., LTD.

## KING EDWARD HOTEL.

CENTRAL LOCATION.  
ELECTRIC LIFTS AND LIGHTING.  
TELEPHONE ON EACH FLOOR.  
HOTEL LAUNCH MEETS ALL STEAMERS.  
Tel. 373. Telegraphic Address: "VICTORIA" J. WITCHELL, Manager

## THE PEAK HOTEL.

530 FEET ABOVE SEA LEVEL.  
15 MINUTES FROM LANDING STAGE.  
UNDER THE MANAGEMENT OF MRS. BLAIR.

## EUROPE HOTEL, SINGAPORE.

UNDER NEW BRITISH MANAGEMENT.  
THE PREMIER HOTEL. FINEST SITUATION.  
EXCELLENT CUISINE.  
ARTHUR E. ODELL,  
(Late Grand Hotel, Southcliffe, England and Royal Palace Hotel, London, W.)

KINGSLERE HOTEL MID-LEVEL  
KNUTSFORD HOTEL KOWLOON  
SACHSE, LENNOX & Co. General Agents  
Are resident Managers.

## GRAND HOTEL DE PEKIN

PEKING, CHINA. CODES:  
"GRAND HOTEL" A.B.C. 5th Edition:  
Peking. Benthleys & Lickers.  
THE ONLY HOTEL DE LUXE IN THE FAR EAST.  
Afternoon d'ansant, daily.  
Beautiful new steel and concrete fire proof building with six floors, 3 lifts; 200 rooms, each with private bath and city telephone; and a spacious roof garden overlooking the romantic Imperial Palace, the Legation Quarter, the Rockefeller Institute, and the entire city.  
Unexcelled cuisine, with French chef. Banquets a specialty. Wines of the best districts of France.  
Large playground for children in the park of the hotel, which is the healthiest location in the city.  
THOS. COOK & SON, Headquarters, in the building.  
Motor bus meets all trains.  
L. M. MAILLE, Manager.

## RIVER LEVELS.

As a guide to skippers and others interested in the water levels of the river we have been requested by the Board of Conservancy Works of Kwangtung to publish the following table of water levels. The levels are taken at 10 a.m. each day.

Place of Observation	Highest W. L. ever recorded	Lowest W. L. ever recorded	W. L. June 29	W. L. June 30
Wuchow, West River	+79.50	-2.24	—	—
Kongmoon, " "	+14.70	-0.80	6.70	6.30
Linkowhew, North	+57.00	0	—	—
Samshui, " "	+27.25	-5.00	11.80	10.70
Shaklung, East	+15.15	-0.93	3.80	3.71

## TIDE TABLE.

27th June to 3rd July, 1921.

Day	High Water	Low Water	High Water	Low Water
Mon. 27	h. m. 4.3	h. m. 4.3	h. m. 4.3	h. m. 4.3
Tues. 28	h. m. 4.3	h. m. 4.3	h. m. 4.3	h. m. 4.3
Wed. 29	h. m. 4.3	h. m. 4.3	h. m. 4.3	h. m. 4.3
Thur. 30	h. m. 4.3	h. m. 4.3	h. m. 4.3	h. m. 4.3
Fri. 1	h. m. 4.3	h. m. 4.3	h. m. 4.3	h. m. 4.3
Sat. 2	h. m. 4.3	h. m. 4.3	h. m. 4.3	h. m. 4.3
Sun. 3	h. m. 4.3	h. m. 4.3	h. m. 4.3	h. m. 4.3

## PEAK TRAMWAYS CO., LTD.

## TIME TABLE.

## WEEK DAYS.

7.00 a.m. to 8.00 a.m.	Every 15 min.
8.00 a.m. to 9.00 a.m.	Every 15 min.
9.00 a.m. to 10.00 a.m.	Every 15 min.
10.00 a.m. to 11.00 a.m.	Every 15 min.
11.00 a.m. to 12.00 p.m.	Every 15 min.
12.00 p.m. to 1.00 p.m.	Every 15 min.
1.00 p.m. to 2.00 p.m.	Every 15 min.
2.00 p.m. to 3.00 p.m.	Every 15 min.
3.00 p.m. to 4.00 p.m.	Every 15 min.
4.00 p.m. to 5.00 p.m.	Every 15 min.

## NIGHT CARS.

8.00 p.m. to 12.00 a.m. Every 15 minutes

## SATURDAYS.

EXTRA CAR 12.00 midday

## SUNDAYS.

7.30 a.m. to 8.30 a.m. Every 15 min.

8.30 a.m. to 9.30 a.m. Every 15 min.

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